The Hongkong Telegraph

WEATHER FORECAST
FAIR.
Barometer 29.84.

(ESTABLISHED 1881.)

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July 21, 1914. Temperature 6 a.m. 80, 2 p.m. 86. Humidity 88 81

July 21, 1913. Temperature 6 a.m. 82 p.m. 87 Humidity 92 80

2853 號八十貳月五閏年寅甲 TUESDAY, JULY 21, 1914. 二拜禮 號一拾廿月七英曆普 SINGLE COPY 10 CENTS $36 PER ANNUM.

TELEGRAMS.

IRISH QUESTION.

TO-DAY'S CONFERENCE.

[Reuter's Service To "The Telegraph."]

London. Received July 20.

The report that a conference will be held to-morrow between representatives of all parties has been officially confirmed.

Hopeless Confusion.

London. Received July 21.

All parties have been taken by surprise at the latest developments. All are plunged into hopeless confusion.

Ministerialists and Unionists are suspicious of the possible outcome, but it is believed in many quarters that the Conference would never have been summoned unless a practical agreement were assured.

A prolonged Nationalist meeting was held in the afternoon, when instructions to Mr. Redmond were discussed.

The Authority of Parliament.

In the House of Lords, Lord Courtney raised the question of the authority of Parliament as affected by the Conference.

Lord Crewe affirmed that there was no abrogation of Ministerial responsibility or departure from Constitutional practice.

There could not, he said, be any intention to supersede th authority of Parliament, and no such result would occur.

The Speaker to Preside.

The House of Commons was crowded, and excitement prevailed, when Mr. Asquith announced that in view of the grave political question the King considered it right to summon the representatives of the parties—British and Irish—to a conference at Buckingham Palace to discuss outstanding issues. The invitation, added Mr. Asquith, had been accepted by two representatives each of the Opposition, the Ulster Unionists, the Nationalists and the Government. The Speaker, at His Majesty's suggestion, would preside at the conference, which it was hoped would begin to-morrow (Tuesday).

Mr. Bonar Law said he loyally obeyed His Majesty's command.

Mr. Redmond and the Command.

Mr. Redmond, who was loudly cheered by the Liberals, declared that he and his colleagues had no responsibility in calling the conference, and could not express an opinion whether the result would be useful or otherwise. The invitation was a command, and as such it was forthwith obeyed.

An Ignored Question.

Mr. Ginnell enquired whether there was any precedent for the Premier advising the King to place himself at the head of a conspiracy to defeat the wishes of the House of Commons?

The question was ignored and debate on the matter postponed.

Labour Protest.

The Labour party held a meeting in the House of Commons and unanimously passed a resolution protesting against the conference as an interference by the Crown which was calculated to defeat the Parliament Act, and regretting the inclusion of two members, practically rebels, as indicating that henceforth the organisation of force would be officially considered most effective in industrial as in political disputes.

The King's Return.

Later.

His Majesty the King has returned to London.

The Unionist headquarters in Ulster anticipate that the new effort at a conference will fail.

A meeting of unofficial Liberal M.P.'s has been summoned for to-day to consider the position.

TELEGRAMS.

OBITUARY.

MAJOR GEN. INIGO JONES.

[Reuter's Service To "The Telegraph."]

London. Received July 21.

The death is announced of Major General Inigo Richmund Jones, M.V.O.

[The deceased General, who was born in 1848, was Major General Commanding the Forces in the Straits Settlements in 1905. He was educated at Eton, and saw service with the Scots Guards in the Egyptian Campaign of 1885 and in the South African War, in which he commanded the Guards Brigade. He was Lt.-Col. Commanding the Scots Guards from 1903 to 1905.]

BULGARIA'S DEMAND.

London. Received July 21.

Reuter's correspondent at Sofia states that Bulgaria, in a verbal Note to Roumania, demands an international inquiry into the frontier incidents.

THE AQUITANIA OF 1838.

An Interesting bit of Marine History.

The Aquitania, latest giantess of the sea, is a wonder of size and completeness, but even she could not impress New York with the sense of marvel as did that "great" ship, the Great Western, which came into port seventy-six years ago, on the 23rd of April, 1838, first steamship to cross the Atlantic westward and come up through the Narrows out of the mystery of the sea.

In fact, says the New York *Evening Post*, two steamers came up the harbour that day, but the Great Western won the greater plaudits, for the other steamer, the Sirius, had left the other side three days earlier.

It was an epoch-marking day in New York. Throngs of people gathered on the Battery when the news was spread that the first two steamships to cross the Atlantic had made port safely, and were coming up the harbour in the late afternoon.

The Sirius, which had started from Cork, Ireland, eighteen days before, was the first to arrive. The *Herald* Ship News Bureau sent the news to the city; rockets were sent up, and a crowd began to collect. The Sirius was a steamship originally built for British river and coastwise travel. She was the smaller of the two ships, of only 700 tons, and 320 horsepower. She was commanded by Lieut. Richard Roberts, R. N., and owned by the British and American Steam Navigation Company of London. The same company was then building the Royal Victoria, which entered the transatlantic service later.

She Would Look Small Now.

Closely following the Sirius, the Great Western steamed up the harbour. She had been built expressly for the voyage, and, leaving Bristol, England, fifteen days before, had made the more speedy crossing. She had "four masts and a huge black funnel." Her length over all was 236 feet, breadth 35½ feet (including the paddleboxes, 59 feet 8 inches); her draught, loaded, 16 feet 8 inches; tonnage, 1,340; horsepower, 450.

Contrast with these figures those of the Mauretania and Lusitania:

Length, 790 feet; beam, 88; tonnage, 32,000; horsepower, 68,000; draught (loaded), 37 feet 6 inches; speed, 25 knots; passengers, 2,300. And with those of the Aquitania:

Length, 901 feet; breadth, 97; tonnage, 47,000; speed, 23 knots; passenger accommodation, 4,210.

The Britannia, the first mail steamer, of the Cunard Line, in 1840, was of 1,154 tons, 740 horsepower and had a speed of 8 knots. The Comet, built on the Clyde shortly after Robert Fulton's Claremont made its appearance on the Hudson, had only 3 horsepower.

The Great Western was owned by the Great Western Steamship Company, and commanded by Lieut. James Hosken, R. N. Both this ship and the Sirius were far larger than any of the sailing vessels which had thus far monopolised Atlantic trade. In speaking of the excitement in the city on the day that marked an epoch in commerce and international relations, the *Herald*, then published by James Gordon Bennett, the elder, said:

"The approach of the Great Western to the harbour, and in front of the Battery, was most magnificent! She looked black and blackguard—as all the British steamers generally are—rakish, cool, reckless, fierce, and forbidding in their sombre colours to an extreme."

"These voyages, it must be remembered, are only experimental ones. The Sirius was not constructed for the passage of the broad sea, and came off on her expedition almost impromptu, and crossed in 18 days, on 11 of which foul winds prevailed; yet in the 18 days she ran 3,519 knots. The Great Western was built with more preparation, and has, therefore, accomplished her object more speedily; but the opinion now is that the distance can and will be run in ten or twelve days when everything is arranged and calculated for the purpose."

The Great Atlantic Race.

In August, 1839, occurred the "great race across the Atlantic" between the Great Western and the British Queen. The papers of Bristol, Eng., published the report of the race from the ship's daily record:

"The Queen careers over the mighty waters in all the plenitude of majesty, engines running at a tremendous rate."

In spite of this, however, the Great Western was the winner, her gain being 22 hours in time. The Queen's average speed was 11½ knots an hour, and her longest day's run 330 miles. In her regular runs from Bristol to New York the Great Western took from 13 to 22.1/2 days. From New York to Bristol, she made the trip in 12½ to 15 days, the passengers and dispatches reaching Paris, by way of England, on the fifteenth day.

In the summer of 1843 the Great Britain was launched, to run in connection with the Great Western. The current account:

"This magnificent vessel, which was launched recently at Bristol, is composed entirely of iron, and is the largest ever built since the days of Noah. There are no paddle wheels or boxes, the Archimedean screws being used. Her burthen is 3,600 tons, being 2,000 tons more than that of the Great Western. She will be propelled by engines of 1,000-horsepower combined. Her length is 332 feet. She has four decks; the second deck consists of two promenade saloons. The third deck consists of the dining saloons. The whole of the saloons are eight feet three inches high, and surrounded by sleeping berths, of which there are 26 with single beds, and 113 containing two, giving 262 berths. This large number is exclusive of the accommodation which could be prepared on the numerous sofas. She is fitted with patent wire rigging. The hull is divided into four watertight compartments, and the quantity of coal consumed will be about 60 tons per day. Upwards of 1,500 tons of iron have been used in her construction, and that of the engines and boilers. She is double rivetted throughout. The ship is fitted with very powerful pumps, which can throw off 7,000 gallons of water per minute."

The agents of the Sirius were Wadsworth & Smith, of 4 Jones Lane. The agent for the Great Western in New York was Richard Irvin, of 98 Front Street; his grandson, bearing the same name, still carries on the firm. Richard Irvin was of a family of Glasgow merchants. At the age of twenty he joined his uncle, Thomas Irvin, in New York, the latter having established himself there about 1787. Richard Irvin was one of the first to become interested in the subject of the Atlantic cable, but had grave doubts as to its practicability, chief among them being the apparent difficulty of repairing the cable and "picking up" the ends in case of a break.—Frances Irvin.

Mutinous Troops in Kalgan.

Peking, July 15.—Reports from Kalgan state that a large number of the troops who joined in the looting of Kalgan have returned and refuse to give up their arms. The officers are unable to compel the men to hand over their weapons.—*North China Daily News.*

TELEGRAMS.

AUSTRIA & SERVIA.

ANXIETY IN GERMANY.

[Reuter's Service To "The Telegraph."]

London. Received July 21.

Reuter's correspondent at Berlin says it is understood that an Austrian Note will be presented to the Powers shortly embodying the results of the investigation into the murders of the Archduke and his Consort at Sarajevo.

There is marked uneasiness on the Berlin Bourse, attributed to anxiety regarding Austro-Servian relations.

The *National Zeitung* states that a remark by the Crown Prince to a German Bank Director that Germany must keep her powder dry is much commented upon on the Bourse.

HOME CRICKET.

London. Received July 21.

Surrey beat Lancashire at the Oval by an innings and 158 runs. Last year the match was drawn.

TELEGRAMS.

MEXICAN AFFAIRS.

THE LATEST PHASE.

[Reuter's Service To "The Telegraph."]

London. Received July 21.

A message from Mexico City states that General Zapata is communicating with a view to an agreement with the Carranza party and is hurrying south to secure a peaceful entry into the capital.

OUR NAVY.

AN IMPOSING SIGHT.

London. Received July 20.

After a night of storm, the King, accompanied by the Prince of Wales, and Mr. Asquith, aboard the Royal yacht, led the mobilised Fleet out to sea. Soon there was a great modern Fleet under way. The Alexandra anchored to enable the Royal party to watch the ships pass. It took two hours, steaming line abreast, and was a superb sight.

TELEGRAMS.

THE PARIS MURDER.

MME. CAILLAUX ON TRIAL.

[Reuter's Service To "The Telegraph."]

London. Received July 21.

Reuter's correspondent at Paris states that the trial of Madame Caillaux for the murder of M. Calmette has opened.

The Court was crammed, and accused was dressed in black.

When indicted for wilful murder, she told in faltering tones of her unhappiness owing to fears that M. Calmette was about to publish letters which would poison her life.

BIPLANE ACCIDENT.

BRITISH OFFICER KILLED.

London. Received July 21.

An Army biplane fell a distance of 120 feet near Gosport, and Lieutenant Hordern was killed and Sergeant Campbell seriously injured.

THE NEUMANN MURDER.

DR. KRIEG'S STORY OF THE CRIME.

Accused Sent to the City.

The last stages of the Neumann murder case at the Shanghai Mixed Court were reached on the afternoon of July 15, says the *North China Daily News*, before Dr. Schirmer, German Assessor, and Magistrate Wong. Considerable interest was taken in this, the final hearing, and in addition to Mr. Newman and Chief. Det. Inspector Armstrong (for the prosecution) Captain Hilton-Johnson, Acting Superintendent of Police, was also present. The proceedings consisted of evidence by Dr. Krieg and the summing up of the case by Mr. Newman.

The men who are charged in connection with the murder of Mrs. Neumann are Wong Loh, Wong Tsz-ziang, Tseu Pah-tze and Tsu Dah-shih.

Mr. Newman said that since the last hearing some further evidence had come to light.

Dr. Krieg then gave evidence, being questioned by Dr. Schirmer.

The Assessor—After the murder of Mrs. Neumann, I think you made a report which we have in our records. To-day I want to ask you a certain question. What time was it when you got to the house?

Dr. Krieg—About half past seven.

At that time, was Mr. Neumann in his house already?—No, he was in the street.

And you went upstairs and found the body?—Yes, lying on the stomach. Then what did you do?—I tried to turn the body round, and by turning it round I found it was already quite stiff.

What sort of weapon do you think was used to kill Mrs. Neumann?—On the throat it must have been a long knife; it was a long cut. On the other part of the body there were short cuts, and a kind of axe must have been used.

The police have taken photographs, and it seems to me that Mrs. Neumann must have lost blood very quickly, so what I want to find out from your evidence is this: have you any idea at what hour of the night the murder may have been committed? You say the body was stiff at 7.30. I have visited the place myself, and so far as I know there was a linoleum on the floor, I don't think there was a stove in the room, and down below there was the shop of Mr. Neumann. The boy says he returned to the house at five minutes past one, and that he didn't hear any noise in the house. If the murder was committed before one o'clock, the boy might be right in his statement, but if the murder was committed after one o'clock, then the boy was in the house and must have heard something. What is your opinion about the time of the murder?

In answer Dr. Krieg said:—With regard to the stiffness, that comes earliest about ten minutes, and latest about six or seven hours after death. It depends partly on the surrounding temperature. The hotter it is, the sooner stiffness comes, and it partly depends upon the state of the person. If the person, before death, had been muscular, then stiffness would come sooner, like soldiers after a fight. In this case I thought the murder was committed between 2 and 3, and it would be quite the right time to explain the stiffness I found at 7.30.

Of course you are absolutely sure about that?—No, one cannot be quite sure. I can only say that not in more than six or seven hours would stiffness come in, because although it was January, the climate in China is not so cold as our climates. I cannot be quite sure, but I think the murder took place about 2 or 3 o'clock.

In summing up, Mr. Newman said the Court had now heard all the evidence which the prosecution had been able to procure. It was comparatively rarely that the Courts of the Settlement had to deal with cases of murder of Europeans, and still more rarely had the Courts to deal with cases of murder of Europeans by Chinese. The case had presented very grave difficulties from the outset, chiefly because the murderers, whoever they were, took very great care to leave behind them no definite or tangible clue which the police could at once follow up. The police had been very actively engaged in following up what seemed various clues from the time of the murder to the present date, and it was not until the beginning of June that anything took place which enabled them to lay something tangible before the Court. That robbery was the motive of the crime, Mr. Newman thought there could be no doubt in the minds of the Court, and it was quite possible to conceive that robbery was the primary intention,

(*Continued on Page 5.*)

TELEGRAMS.

PRESIDENT POINCARE.

VISITING RUSSIA.

[Reuter's Service To "The Telegraph."]

London. Received July 21.

President Poincare and M. Viviani, Minister of Marine, have arrived at Kronstadt aboard the battleship France.

The Czar, on board the yacht Alexandra, met the visitors and conveyed them to Peterhof.

At a banquet at Peterhof, the Czar, toasting President Poincare, said his satisfaction in welcoming the French President was doubled by the pleasure of again meeting an old acquaintance, with whom he was charmed to form personal relations two years ago. It was undoubted that the two allied countries would continue to enjoy the peace assured by the plenitude of their forces.

TELEGRAMS.

NEWS FOR BUSY MEN.

CONDENSED.

The death is announced of Major General Inigo Jones.

The King has returned to London.

The trial of Madame Caillaux has begun in Paris.

Latest Home cricket results are given to-day.

General Zapata is hurrying south to secure a peaceful entry into Mexico City.

President Poincare and M. Viviani have arrived at Kronstadt and been received by the Czar.

All parties have been taken by surprise at the latest developments in the Irish question.

Bulgaria demands international enquiry into the recent frontier incidents.

The Speaker, at His Majesty's wish, is to preside over the Irish conference at Buckingham Palace.

The King and the Prince of Wales, on board the Royal yacht, led the mobilised Fleet out to sea.

The Labour Party has protested against the Irish conference as an interference by the Crown.

Mr. Bonar Law and Mr. Redmond state that they will obey the King's command to the Irish conference.

Uneasiness on the Berlin Bourse is attributed to anxiety regarding Austro-Servian relations.

Lord Crewe says there is no departure from Constitutional practice in the calling of the Irish conference by the King.

An Army biplane fell near Gosport and Lieut. Hordern was killed and Sergeant Campbell seriously injured.

The House of Commons was crowded when Mr. Asquith announced that the King had seen fit to call a conference on the Irish question.

NEWS.

General news and an article regarding the opening of the Panama Canal appear on page 3.

The statutory report of the Central Estate, Ltd., appears in this issue.

The draws for the Hongkong Croquet Competitions are given to-day.

The hearing in the Hongkong and Shanghai Bank fraud case is to open on Friday; there was a further remand this morning.

Log book appears on page 6, commercial news on page 9, and "Our Contemporaries" on page 3.

Correspondence between the Chamber of Commerce and the Government regarding the need of a Hongkong quarantine station is given elsewhere.

DON'T FORGET.

TO-DAY.

Bijou Theatre 9.15 p.m.
Victoria Theatre 9.15 p.m.

TO-MORROW.

Bijou Theatre 9.15 p.m.
Victoria Theatre 9.15 p.m.
Meeting of Metal Importers at Secretary's Office, H.K. Chamber of Commerce.

Thursday July 23.

General Meeting Associacao Portugueza de Soccorros Mutuos.

Saturday July 25.

Third Gymkhana Meeting—3.15. p.m.
Band Performance—Peak Club.

Monday July 27.

Meeting H.K. Central Estates Ltd.—noon.
Sale of Crown Land—P.W.D.—3 p.m.

Tuesday July 28.

Lady May "at home," Mountain Lodge.

NOTICES

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Hongkong, 16th August, 1910

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Those who intend learning the Chinese language are requested to write c/o "Hongkong Telegraph" office or direct to 37 Hollywood Road, 1st floor.

Hongkong, 29th Jan., 1912.

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Hongkong, July 14, 1914. J. H. TAGGART, Manager.

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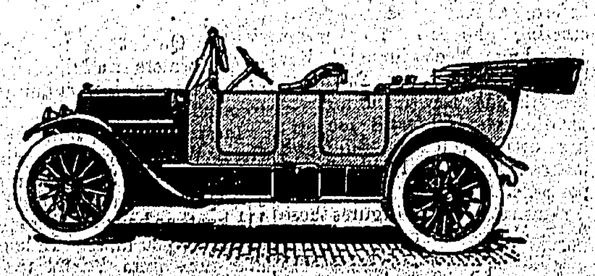

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OUR CONTEMPORARIES.

South China Morning Post.

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Daily Press.

The Komagata-Maru Incident.
We assume that the Japanese Naval authorities will not supply the naval guard, and since the Canadian authorities are unable to induce the Komagata-maru to leave, they have decided to send a force from their own cruiser Rainbow to reduce the Hindus to submission and transfer them to the Empress of Japan, which is sailing from Vancouver on Thursday. Presumably a naval guard from the Rainbow will travel with them. Whether the costs in the circumstances can be claimed from the master and charterers of the Komagata-maru is not clear, but no doubt the expense to which the Government is put will be considered in the penalty imposed in the action which is to be taken against them for their failure to comply with the deportation order. In any event, Gurdit Singh, we imagine, will have considerable difficulty in finding another shipowner prepared to accept a charter from him for further enterprise of the kind.

China Mail.

Japanese Politics.
Then the *Jiji* wants to see civilians in the portfolios of War and the navy. A radical departure as this may be from the long-established custom, it is, the journal believes, inevitable in the cleansing of the Navy and the promotion of efficiency and economy in the administration of military affairs. Other Tokyo journals, such as the *Nichi-nichi*, the *Yorodzo*, the *Hochi*, and the *Asahi*, urge the Okuma Cabinet to purge the Navy of all undesirable elements and to free the arbitrary conduct of the majority party, the Constitutionalists. By far the greatest obstacle to the Okuma Cabinet will come from the opposition of the Constitutional party, which occupies 199 seats out of 381 seats in the lower house. Even if the Count succeeds in rallying under his standard all the minor political factions, Kokuminto, Doshi-kai, Chusei-kai, and the independents, his forces in the house will be smaller than those of the opposition party. The forecast by the Japanese editors is that Count Okuma will have to dissolve the house and appeal directly to the people in a general election.

Another Philippine Plague Case.
The first plague case reported in Manila for some weeks was disclosed the other day when the authorities of the city morgue notified the officials of the bureau of health that an autopsy on the body of Pedro Madalang of Calle Oando, Binondo, had revealed the fact his death had resulted from bubonic plague. The health authorities have taken all precautions in connection with the disinfection of the premises where the deceased resided, and no further infection is anticipated.

For a good solid meal à la Carte or Table d'Hote with Wines & Liquors of the Best —ALEXANDRA CAFE

GENERAL NEWS.

Motor Mail Vans in Colombo.

For the first time motor mail vans are to be seen in Colombo plying between the Post Office and the Railway stations and the harbour. These, as is already known, displace the old-fashioned horse coach and the latter will be a thing of the past. Four Albion vans of a scarlet pink colour have been put on—two large and two small—and the mails between the Post Office and the stations will be conveyed much quicker than before. Half-an-hour was allowed for the horse coach between the Post Office and Maradana station, but now this will be covered in half that time, while there is the advantage of being able to make more than one trip if there was the need for it. The big cars hold the same quantity of mail bags as the horse coach. —*Ceylon Observer.*

Charles Reade.

A propos of the centenary of the birth of Charles Reade, the *Manchester Guardian* says it would be rather interesting to know whether any successful novelist of to-day attacks his work with the same coldblooded precision as did Reade. The most sensitive of men, he was cut to the heart when *Punch* invented a story of how a compositor threw himself off Waterloo Bridge in a fit of despair occasioned by the illegibility of Reade's manuscript, and from that time he went through a most careful business of revision and of fair copies. He would begin by dashing off his outline on huge drab sheets of paper which, as he maintained, since all authors must have some fad, rested his eyes. Then there was a careful revise. Then he would read it aloud to a select few and adopt such suggestions as pleased him. Again the chapter was revised and handed over to the copyist, who wrote a hand like copperplate. There was another revise, and then, if necessary, another copy, before the work reached the compositors.

Atlantic Waterplane.

Hammonds Post (New York State), June 27.—Lieutenant Porte, R.N., made his third flight last night in the giant flying boat in which he intends to make an attempt to win the *Daily Mail* £10,000 prize for a waterplane flight across the Atlantic in seventy-two hours. With three mechanics as passengers, Lieutenant Porte covered a distance of fifteen miles over Lake Keuka. Earlier in the evening the flying boat narrowly escaped being wrecked. The machine was being prepared for the flights when a tremendous rain and wind storm swept over Lake Keuka. A forty-miles-an-hour wind nearly lifted the monster machine off the stocks where it rested on the shore. Lieutenant Porte is very anxious to start the Transatlantic flight before the end of the second week in July. His anxiety is due to the fear that another airman may steal a march on him and win the *Daily Mail* prize.

Rinderpest in the Philippines.

The number of new cases of rinderpest in the Philippines, as well as the number of fatalities from the disease in the provinces, has again increased during the week ending July 4, while during the past seven days the disease has still continued to spread within the infected provinces. In Cavite province, says the *Bulletin*, the municipality of Imus became infected during the past week, as has Angadanan in the province of Isabela, while the only town that was declared free from infection is that of Bacolor, Pampanga. In the other infected provinces, Batangas, Cagayan, Laguna, La Union, Pangasinan and Tarlac, the conditions remain unchanged from those of last week. A comparison of new cases and deaths for the two weeks ending July 4, shows that while during the seven days ending June 27 there were 179 cases and 117 deaths, the figures for the succeeding week show that this number increased to 186 new cases, with 123 deaths.

Salt Revenue for June.

Peking, July 15.—The collections of the Salt Administration for the month of June total about $3,000,000. The bankers will release in a few days Shanghai Tls. 2,500,000 for the use of the Government.

NOTICE

NEW VICTOR RECORDS

THE LATEST.

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SELECTIONS, etc.

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PANAMA CANAL.

Date of Opening Still Indefinite.

The opening of the Panama canal to commerce has again become indefinite, says a San Francisco paper, owing to the activity of the Cucuracha slide in the Culebra cut, the last remaining obstacle to the passage of ships. The Chamber of Commerce has received the following explanation from Colonel Goethals in answer to a recent inquiry:

Culebra, June 5, 1914.

Foreign Trade Department, San Francisco Chamber of Commerce, 465 California street, San Francisco—Gentlemen: Receipt is acknowledged of your letter of the 23rd ultimo, and I can assure you that the San Francisco Chamber of Commerce is no more anxious to have the canal open for the passage of ships than am I.

When the Mexican trouble began we concentrated our plant with a view to securing a channel of sufficient depth through the slide for the passage of ships, and by the time this had been attained the movement of the slide itself had contracted the channel to such an extent as to prohibit its use by the largest vessels. We then started to attack the slide directly, but, due to the advent of the rains, we were not able to do more than hold our own at first. At the present time we are gaining on the slide, but the movement has caused a shoaling of the original channel, necessitating again its deepening. It is possible to put boats through, but should a movement of the slide occur to stop navigation the canal would never recover from the effects, and I have concluded that the better policy is not to attempt to pass commerce until we are sure that when the boats are once put through they can continue without interruption.

I will advise you as soon as I can safely see that this result can be accomplished. Respectfully, George W. Goethals, Governor.

Ceylon Rifle Team for Australia.

The Hon. Secretary, C. V. R. A., has heard from the Hon. Secretary of the Commonwealth Council of Rifle Associations of Australia intimating the dates of the various rifle meetings in Australia at which the Ceylon marksmen could compete. The following are the dates:—South Australia, Sept. 21st to 26th; Queensland, Oct. 5th to 10th; N. S. Wales, Oct. 15th to 24th; Victoria, Oct. 26th to Nov. 2nd; Tasmania, Nov. 10th to 14th. The Empire match will be fired at Melbourne on Oct. 31st and Nov. 2nd. The Ceylon team is expected to leave in the last week in September and they will be in time to take part at the N. S. Wales meet.

MADAME CLARA BUTT'S TOUR.

Mr. and Mrs. Rumford have travelled over 100,000 miles, and just returned to London.

Mme. Butt thought Australia had a more genuine knowledge of music than Canada. 'Why,' she said, 'Canada has hardly progressed at all in a musical sense in the last dozen years. They have a fine concert-room in Massey Hall in Toronto, but I don't remember another. The Australians still keep up the custom of making odd gifts with the wreaths of flowers they send you. I often got gloves, handkerchiefs, and even children's bonnets attached to them, and my husband any number of golf balls—and he needed them badly.'

Then came the inevitable question: 'What was the most popular song you sang?' says the *Chronicle*.

"The universal favourite both in America and Australia was "Fairy Pipers," by Dr. Brewer, of Gloucester,' she added, 'and two particularly favourite encores were "Annie Laurie" and "The Lost Chord," the latter being in great demand all over America.

'Wherever we went,' she added, 'we found hundreds of letters imploring us to sing songs that everybody had been humming since childhood.'

The Stackhouse Expedition.

Mr. J. Foster Stackhouse's British Antarctic Expedition is to sail from London in December. The programme has been considerably extended, and will now take four to five years to complete. It was originally intended to undertake soundings on the outward and homeward voyages, but Mr. Stackhouse now contemplates girdling the world in an oceanographical survey which may equal in results the voyage of the Challenger. The expedition will survey some 1,300 miles of the Antarctic coastline. The oceanographical survey includes the new routes following on the opening of the Panama Canal, and the charts show a voyage of over 150,000 miles.

German Cruiser for South Seas.

The German cruiser Geier arrived in Colombo from German East Africa. She is on her way to Australia to be stationed there to protect the German interests in that country. The Geier resumed her voyage on the 12th instant. On arrival she exchanged salutes with the port. Mr. W. Freudenberg, the Acting German Consul, paid a visit to the cruiser. The Geier is a three-masted unprotected cruiser of 1,604 tons displacement, built in 1894 at Wilhelmshaven. She is 250 ft. long and 32 ft. 8 in. broad. Her armament consists of 8—4·1 in. guns, 5—1 pounders, and 2 machine guns. She carries a crew of 160 men.

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3rd Floor, Alexandra Building.
Hongkong, 2nd Oct., 1913 [211

TO LET.—Four roomed house in Salisbury Avenue, Kowloon. Cheap rental. Shop with Godown attached, Nathan Rd. Kowloon. Kowloon Marine Lot No. 48 with Wharf.

Flat in Nathan Rd. Kowloon Apply to.—
HUMPHREYS ESTATE & FINANCE CO., LTD.
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TO LET.—Part of First Floor of No. 25, Des Vœux Road Central. Immediate Possession. Also 1 Motor Boat for sale. Apply —DRAGON CYCLE Co.

TO LET.—No. 3 Seymour Terrace on August 1st, 1914. Apply G. A. WOODCOCK, MAGISTRACY.

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TO LET.—No. 5 "Ormsby Terrace" Kowloon. Apply to SPANISH DOMINICAN PROCURATION.

TO LET.—BOARD and LODGING for Single Gentlemen; three minutes from Ferry, terms moderate.—Apply Mrs. EDWARD JACOBS, 17, Ashley Road, Kowloon.
Hongkong, 2nd. July, 1914. [121

TO LET.—Office 2nd Floor No. 14 Pedder Street. For further particulars apply Property Office, JARDINE, MATHESON & Co., Ltd.

TO LET.—Queen's Building—the South West portion of the first floor, including Treasury on Ground floor, lately in occupation of the German Bank.

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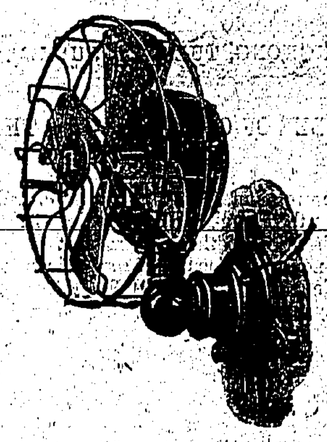

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(Payable in Advance.)

The "Hongkong Telegraph" is now on sale at, and will be delivered to subscribers by, the Dairy Farm Company, Ltd., Shameen, Canton, who have been appointed our agents there.

By Order,
"HONGKONG TELEGRAPH."

MARRIAGE.

D'ECA—CARNEIRO.—At St. Lourenco Church, Macao, on Saturday, Mr. A.M. d'Eca, to Miss M.A. Carneiro, of Shanghai.

The Hongkong Telegraph

HONGKONG, TUESDAY, JULY 21, 1914.

THE CHAMBER OF COMMERCE AND THE PIRACIES.

From the correspondence which we published on Saturday, it will be seen that the Hongkong Chamber of Commerce has given a very brisk elbow-jog to the Government in the matter of the piracies in this neighbourhood. Of course no one who has anything like a reasonable conception of the difficulties which, for years, have stood in the way of a proper wiping out of the crime of piracy in and about Kwangtung, will lay entire blame on the Government of Hongkong, or will fail to appreciate the genuine efforts which it has made from time to time, to end this curse. When we come to the cold facts, we have to admit that the Home Government has not played the game by Hongkong. Piracies such as have been disgracing the district all these years are not to be put down by two or three armed police. The Malay pirates who once infested the Malacca Straits and the Sarawak coast were not nearly so numerous and had not half so many strongholds wherein to lie secure, as the Chinese pirates; yet it took years of hard work—carried out, not by police who had been trained to quite other duties, but by experienced fighting sailors in (for these days) well-equipped gunboats—before the evil was abolished.

The Home Government seems wilfully blind to the fact that the Chinese authorities have never done, or attempted to do, their proper share towards the prevention of piracy. Partly from fear, and partly from policy, the Chinese have allowed these marauders pretty much to follow their own sweet will; now and then, just for the look of the thing, arresting and executing a few uninfluential understrappers while winking at the depredations of the leading spirits. British diplomatic and consular officials have, without doubt, represented all this, time after time, to the Foreign Office, without any tangible results. Relying on the apathy of the Home authorities, the pirates have become bolder and bolder, especially since the Revolution, till now we actually find the Hongkong Colonial Secretary talking quite seriously of "taking precautions against *piracy of ocean-going steamers*." That such precautions should be necessary—should ever be dreamt of, even—tells a tolerably significant story. To sum up the whole position, the Chinese know that, at the present moment, we have a Government at Home that will, never, except by the people's coercion, take any firm and vigorous step. Sentimentalists and ultra-humanitarians have it by the ear, and it is afraid to handle any single question with determination and force. A Government that cannot keep a mob of maniac suffrage women in order can scarcely hope to put down Chinese piracies. Were the naval men given as free a hand as they had years ago there would not be a pirate left in the Delta in a few months' time.

Admittedly, then, the main fault lies with the people at Home. But Hongkong itself has not done all that it might have done; hence the very justifiable complaint of the Chamber of Commerce. When the Tai On was pirated, some fifteen months ago, we pointed out that there will always be the likelihood of pirates' getting aboard the river steamers in the guise of passengers so long as proper provision is not made for the examination of luggage by the police. A boat is timed to leave, let us say, at ten o'clock. When passengers are allowed to swarm on to the ship up till a couple of minutes before the hour, what time have the police in which to make proper investigations? As we have said, we do not believe that, as conditions are at present, the Hongkong police can stop piracy unaided; but we do believe that, if no Chinese passenger and no baggage were allowed on board of a river boat within an hour or so of sailing, at least such outrages as the two Tai On piracies could not occur.

Irish Developments.

If the Irish controversy is not now finally composed and the conflicting elements brought into union, it will not be for want of thought or action on the part of His Majesty the King. All the way through the bitter wranglings he is known to have been following the intricacies of the question from behind the scenes, as it were, and now has come forward with a bold move, at a vital moment, in summoning the leaders of the rival groups to a conference at Buckingham Palace. For the past few weeks there have been communications passing between the Opposition and the Government with a view to finding a common meeting-ground, but these have proved futile, and it is certain that to-day's conference is the last chance there will be of arranging a compromise.

The Wrong Spirit.

Whether or not the conference will be fruitful of results is an open question. But there seems common-sense in the viewpoint that the King would never have resorted to such an unusual step had there not been hopes of a solution of the problem. On the other hand, one cannot ignore the tone of the Nationalist comments on the development. Mr. Redmond loudly declares that he and his colleagues have no responsibility in the calling of the conference, while Mr. Ginnell indulges in a lot of cheap clap-trap when he suggests that His Majesty is placing himself at the head of "a conspiracy to defeat the wishes of the Commons. If this is the spirit in which the Nationalists are to go to the conference, there are small hopes of a settlement. But with the issue now admittedly narrowed down to a fine point, it would be a thousand pities did the latest development result in failure.

Opium Smuggling.

The sentence of twelve months' imprisonment bestowed by Mr. Wood yesterday on a Chinese who was convicted of having opium unlawfully in his possession, is a very gratifying substitute for the eternal fine; and one which we hope to see frequently repeated. The average Chinese is firmly convinced that, if he have money at his back, he can do pretty much as he likes in this Colony; that, so long as someone also can pay the fines inflicted, Hongkong is a fine place wherein to play fast and loose with the law. Fining certainly has its values, and it is quite possible that to make a refractory rickshaw coolie part with a couple of dollars is to hurt him more than one could by giving him a few days in gaol. But the smuggler, the gun-runner and their like, have, as often as not, calculated exactly how much they stand to gain after their fines have been paid, and so can afford to laugh. To this class, imprisonment is an infinitely more severe punishment, for it means inaction; temporary suspension of business and consequent cessation of fat profits.

Science and Crime.

Talking of opium-smugglers reminds us that some of these individuals who infest the harbour appear to be very up to date in their methods. The other night so we hear, one smuggler in a sampan and another on a ship were found to be signalling with electric torches to each other, by means of the Morse code. This is making science the handmaid of law-breaking with a vengeance. Truly Chinese criminals, like our own at Home, are profiting by education. It is pretty generally known now that some of the most glaring crimes committed of late in South China have been the work of comparatively educated and English-speaking Chinese.

Japan's Friendship for U.S.

San Francisco, June 12.—A prediction of unbroken friendship between the United States and Japan was made here yesterday in a speech by Vice-Admiral Kuroki, commanding the visiting Japanese cruisers Asama and Azuma.

"I believe the friendship established so long between my country and the United States will never be broken," said the Admiral. "We have too many interests in common ever to be anything but the best of friends. My country and countrymen appreciate the friends of the United States to the fullest extent."

DAY BY DAY.

RESOLVE TO SEE THE WORLD ON THE SUNNY SIDE, AND YOU HAVE ALMOST WON THE BATTLE OF LIFE AT THE OUTSET.

The Weather.

Lower level 8 a.m. Temp 83; sunshine.

At the Peak 8 a.m. Temp 74; sunshine.

The Mails.

Siberian Mail.—Due per s.s. Kanchow to-morrow.

German Mail.—Closes per s.s. Kleist to-morrow at 9 a.m.

Siberian Mail.—Closes per s.s. Empress of India to-morrow at 10.30 a.m.

Canadian Mail.—Closes per s.s. Canada Maru to-morrow at 3 p.m.

Count the Columns.

Yesterday the *Telegraph* published 36 columns of solid reading matter. To-day there will be 35 published.

Schoolboy Drowned.

The body of a school-boy, drowned whilst bathing, has been sent to the mortuary.

Shanghai Official.

Mr. Julius Bradley, H.B.M. Office of Works, Shanghai, left Hongkong to-day by the Haiching for Swatow.

Possession of Bullets.

For being in possession of fifty soft-nosed bullets, a Chinese was fined $20, at the Police Court, this morning.

Flood Photographs.

Mee Cheung sends us some excellent photographs depicting scenes in the flooded areas in the West River district.

Coal Coolie Expires.

A coolie, whilst working coal on the s.s. Hasara Maru, died suddenly, and his body has been removed to the mortuary.

Bather's Mishaps.

A serving boy, who accidentally struck his head against a rock whilst bathing at Lyemun, has been treated at the hospital, but did not remain.

Back Again.

A Chinese who returned from banishment was sentenced to six months' imprisonment and four hours' stocks, by Mr. Melbourne, at the Police Court, this morning.

Military Boatshop Robbed.

Captain Hattersley has reported that some person entered the boatshop of the 83rd. Company R.G.A., Lyemun, and stole the brass fittings from five boats, valued at $20.

Disorderly Behaviour.

Two men employed on the Empress of India, named Randolph and Seeney respectively, were behaving in a disorderly manner in Pedder Street last night, and their exuberance cost them $5 each at the Police Court, this morning.

European Police Office Attacked.

Acting Police Inspector McKay has been sent to the hospital suffering from wounds to his body, inflicted by two Chinese whilst he was arresting a woman for cutting pines. The three Chinese got away. There have been no arrests.

Illness of the Hon. Mr. Hallifax.

We regret to state that the Hon. Mr. E. R. Hallifax, Secretary for Chinese Affairs went into hospital yesterday morning, suffering from an attack of malarial fever. On enquiring at the Government Civil Hospital this morning we learn that he is much better.

The Candid Defendant.

A Chinese charged at the Police Court, this morning, with unlawfully being on enclosed premises during the night, said he went in out of the rain. When Inspector McDonald said the man sought shelter on the second floor, the defendant then became candid and told Mr. Melbourne that he "went in the place to sneak something but he did not get a chance." His misfortune was crowned by two months' imprisonment and four hours' stocks.

FLOOD RELIEF.

Gifts to the Chinese Bazaar.

The Committee of the bazaar in aid of the Flood Relief Fund, respectfully beg to acknowledge with sincere thanks the following promises of gifts and services in aid of the Bazaar:—

The members of Mr. Chan Kang-yu's family:—Cinematograph Performances conducted by them.

Mr. Lai Yuet-chun, of A Fong firm:—Enlarged photograph of donors to bazaar.

Mr. Lau Lai-chiu, of Yim Fong firm:—Photographs of members of Executive Committee and enlarged photographs of donors to bazaar.

The Connaught Aerated Water Co:—Supply of aerated waters.

The Proprietors of the Tung Ting Hotel:—Use of new building for site of bazaar.

Mr. Ip Sau-chi (landlord of building):—Use of building free of rent.

The Sun Co:—5 pieces of Turkish red cloth; and 15 gasoline lamps.

The Chin Cheung firm:—Supply of kerosene oil.

The Girls' Knitting School.—Articles of fancy work.

The Shin Wo Cheung firm:—Provisions.

The H.K. and K. Dairy Farm Co.:—Supply of milk.

Mee Cheong:—1,000 copies views of disasters in the recent flood.

The British and American Tobacco Co.:—Seven days' supply of various kinds of tobacco and cigarettes.

Messrs. Kruse and Co.:—Seven days' supply of "555" cigarettes.

The Queen's Dispensary:—Supply of aerated water.

Mr. Ng Tun-kai:—50 dozen China and Foreign Knitting Co.'s socks.

Mr. Chan Chi-tin, of Tai Tak-shing firm:—Full supply of floral "button-holes."

The Pui Ching Girls' School:—Articles of fancy work of various descriptions.

Mr. Lau Yum-suen, of the Bijou Cinematograph Theatre:—Cinematograph performance for seven days and nights.

The So Kwong Hing firm:—Transparent decorations.

Li Chim-kee:—3 large double spring gramophones, 2 dozen double-faced records, three 7-day clocks, 19 gold and silver watches, 24 dozen watch chains.

The Hongkong Electric Light Co. Ltd:—Full supply of electric current.

Yan Loong:—2 dozen fancy lanterns.

The Nam Yeung Tobacco Co:—Supply of cigarettes.

Tai Pak Lau:—Supply of tea, coffee and cakes.

The Anglo-Swiss Condensed Milk Co:—Condensed Milk.

Pit Tak Sing Dispensary:—2,000 bottles "Pit Tak Sing" pills and 200 bottles perfume.

"Lo Seung Fu" School:—Serviceable articles.

Yeung Chan Sing:—50 bottles "Star" powder for removing oil stains.

Tin Sang Tong:—1,000 tins preserved fruit.

G. Price & Co.—7 days' supply of Tansan.

The Tung Wa Efforts.

The two Tung Wa directors who went up to Shui Hing last Tuesday with further relief for the flood victims have not returned to the Colony; but we understand the Mr. Wood has forwarded a further report to the Secretary for Chinese Affairs.

The Tung Wa subscription list has now reached the total of $118,909.95.

NO MUZZLE.

A Dog Without an Owner.

Before Mr. Melbourne, at the Police Court, this morning, J. H. N. Mody, of the King Edward Hotel, was summoned for allowing his dog to wander without a muzzle.

The police notified his Worship that Mr. Mody was at present in England, and that no-one at the hotel took the responsibility of being in charge of the dog.

The summons was withdrawn.

COMPANY REPORT.

The Hongkong Central Estate, Limited.

The following is the statutory report which is to be presented to the shareholders at the statutory meeting of the above Company, to be held at the offices of the General Managers (the Hongkong Land Investment and Agency Co., Ltd.) on Monday, July 27, at noon:—

Directors.

Hon. Mr. David Landale, Chairman, Messrs. Jardine, Matheson & Co., Ltd. Hon. Sir C. Paul Chater, Kt., C.M.G., 5, Queen's Road, Central. Hon. Mr. Edward Shellim, Messrs. David Sassoon & Co., Ltd. Dr. Joseph Whittlesey Noble, Bank Buildings.

Auditors.

H. Percy Smith, Esq., F.C.A., 5, Queen's Road Central. Absent. A. C. Hynes, Esq., Hongkong & Shanghai Banking Corporation.

General Managers.

The Hongkong Land Investment and Agency Company, Limited. Capital $1,000,000 in 10,000 Shares of $100 each. Debenture Issue, $1,500,000. Number of Shares allotted subject to payment wholly in Cash, 5,000. Number of Shares issued as fully paid up otherwise than in Cash, 5,000. There has been called up on each of 5,000 shares $100.—$500,000.

C. P. CHATER, } Directors.
DAVID LANDALE, }

A. SHELTON HOOPER,
Secretary to the General Managers.

Balance Sheet, 30th May to 15th July, 1914.

LIABILITIES.

Capital, ...	1,000,000.00
Debentures, ...	1,500,000.00
Accounts Payable,	13,539.93
Suspense Account	2,500.00
Balance of Profit and Loss Account ...	9,904.47
	$ 2,525,944.40

ASSETS.

Cost of Property ...	2,350,000
Loans at Call ...	159,000
Cash, ...	3,837.39
Unexpired Insurance, ...	2,302.67
Accounts Receivable,	10,804.34
	$ 2,525,944.40

Profit and Loss Account.

To Charges and Expenses ...	$404.36
„ Crown Rent A/c.,	191.68
„ Government Rates A/c., ...	2,649.03
„ Fire Insurance,	510.96
„ Repairs to Property, ...	5.60
„ Advertising A/c.,	22.40
„ Commission to General Managers, ...	664.92
„ Interest on Debentures, ...	11,588.99
„ Balance, ...	9,904.47
	$25,942.41
By Interest, ...	958.44
„ Rents, ...	24,974.97
„ Scrip Fees, ...	9.00
	$ 25,942.41

C. P. CHATER,
DAVID LANDALE, Directors.
A. SHELTON HOOPER,
Secretary to the General Managers.

I report that I have audited the above Balance Sheet with the Books and Vouchers of the Company in Hongkong and that in my opinion such Balance Sheet is properly drawn up so as to exhibit a true and correct view of the state of the Company's affairs at the 15th July, 1914, according to the best of my information and the explanations given me, and as shown by the Books of the Company.

I have obtained all the information and explanations I have required.

A. C. HYNES,
Auditor.

Hongkong, 15th July, 1914.

Australian Artist Honoured.

Miss May Butler-George, who was presented at Court on June 4, is the first Australian woman artist to obtain this distinction. Not yet 25, she has already exhibited at the Paris Salons of 1912, 1913, and 1914, and she had two pictures hung at Melbourne before she was twenty. Two years ago Miss Butler-George came to England, where she has since been studying, her proficiency in her native land being entirely the result of self-tuition.

HONGKONG BANK CASE.

FURTHER REMAND.

Hearing to Commence on Friday.

The defendants Gutierrez and Remedios were again remanded at the Police Court, this morning, on charges of fraud on the Hongkong and Shanghai Bank, bail being fixed as before.

Mr. Lewis of Messrs. Johnson, Stokes and Master, for the prosecution, asked his Worship to fix Friday next for the hearing.

Mr. Gardiner and Mr. Crew (of Messrs. Hastings and Hastings), for the defence, asked for Saturday.

Mr. Lewis, on being asked if he would close his case on Friday, said he would not.

Friday at 11.30 a.m. was then fixed.

CROQUET.

The Coming Tournament.

Below we give the draws, with handicaps, for the coming croquet tournament, which is to take place on the grounds of the Hongkong Cricket Club. Following the custom instituted last year, the Nestle and Anglo-Swiss Condensed Milk Co. will again present a cup to this year's champion. The very handsome cup is now on exhibition in Messrs. G. Falconer and Co's windows.

Championship.

First Round:—J. H. Gardiner v. R. Baker.

Byes into Second Round:—T. G. Weall; Dr. E. Evans-Jones v. A. O. Brawn; P. R. Wolff v. A. E. Carpmael; P. M. Hodgson v. G. R. Sayer.

In this competition the best of three games will be played in each round.

Singles Handicap.

First Round:—P. R. Wolff (4) v. T. G. Weall (5); E. A. G. May (8) v. G. W. Barton (7); T. F. Claxton (5) v. Dr. E. Evans-Jones (4); R. Baker (3) v. A. O. Brawn (6); G. R. Sayer (5) v. A. E. Carpmael (scr.); J. H. Gardiner (5) v. A. Hollingsworth (7).

Bye into Second Round:—P.M. Hodgson (scr.) v. E. S. Abraham.

Doubles Handicap.

First Round:—R. Baker and A. O. Brawn (5) v. G. R. Sayer and E. S. Abraham (6).

Byes into Second Round:—T. G. Weall and E. A. G. May (7) v. winners of first round pair; A. E. Carpmael and P. R. Wolff (scr.) v. J. H. Gardiner and Dr. E. Evans-Jones (5).

LANGKAT OUTPUT.

The Langkat output for June was 8,663 tons and the average daily output was 288.76 tons:—

Messrs. Wright and Hornby advise us that the output for July is:—

1st July... ...	263	tons
2nd „	234	„
3rd „	249	„
4th „	220	„
5th „	219	„
6th „	223	„
7th „	258	„
8th „	244	„
9th „	218	„
10th „	218	„
11th „	181	„
12th „	201	„
13th „	297	„
14th „	263	„
15th „	187	„
16th „	218	„
17th „	228	„
18th „	294	„
19th „	383	„
20th „	365	„
Total to date	4,988	„
Daily average	249.8	„

TYPHOON WARNING.

The telegram quoted below was received by the American Consulate General, Hongkong, from the Manila Observatory at 4.05 p.m. yesterday:—

Cyclone or Typhoon—Near or over the southern Ladrone or Marians Islands developing.

SIR KAI HO-KAI.

Dies of Heart Failure.

A Fine Record of Service in the Colony.

It is with extreme regret that we have to chronicle the death, at the age of 55 years, of Sir Kai Ho-kai, Kt., M. B., C. M., C.M.G., which took place at his residence in Robinson Road shortly before noon to-day. The deceased gentleman, who was probably the best known of the leading Chinese residents of the Colony, had not been in good health for some time past, though his demise came rather unexpectedly to all save those who knew him intimately and were aware of the general state of his health. Even these were hardly prepared for the rapid collapse, for last evening and on Sunday as well, he was able to go out on a launch trip. This morning he appeared pretty much as usual, but shortly after taking breakfast he complained of not feeling well, and lay down to rest. He never rose again, death taking place from heart failure at the time mentioned. European and Chinese medical aid was sought, but on the arrival of the doctors life was extinct. His death leaves a great gap in local Chinese circles, and the news of it will be received not only here, but throughout the Far East, and indeed still further afield, with the utmost regret. Deceased leaves a large family, for whom the greatest sympathy will be felt.

Among the Chinese of this Colony there are many who have profited by a sound English education but there are few who ever obtained that rank of excellence to which the late Sir Kai Ho-kai attained. Born at Hongkong in 1859, he was the fourth son of the Rev. Ho Tsun-shin, who was connected with the London Missionary Society. He was educated at the Government Central School in Hongkong and in England at the Palmer House School, Margate; later at Aberdeen University, at St. Thomas's Medical and Surgical College and at Lincoln's Inn. He took the degrees of M.B. and C.M. Aberdeen, and became a member of the Royal College of Surgeons and Senior Equity Scholar at Lincoln's Inn in 1881. Upon returning to the Colony, he commenced to practise medicine, but found that the Chinese were not ready to avail themselves of Western treatment unless it were given free. Sir Kai Ho-kai therefore presented the colony with the Alice Memorial Hospital, named after his late wife—Alice, daughter of the late Mr. John Walkden of Blackheath. He then commenced to practice as a Barrister and was so engaged for the rest of his life, though his appearances in the Courts in later years were not frequent. He served on the Sanitary Board for ten years and on the Public Works Committee for a further five years, being subsequently appointed an unofficial member of the Legislative Council. For many years he held the following positions:—Member of the Standing Law Committee, the Examination Board, the Medical Board, the Po Leung Kok Committee, the Governing Board of the Free Hospitals, the Tung Wah Hospital Advisory Committee, the governing body of Queen's College, the Qualified Architects Advisory Board, the Interpretation Committee, the Advisory Committee of the Hongkong Technical Institute, and Rector's Assessor of the Hongkong College of Medicine, of which he was one of the founders, and member of the Court of the Hongkong University. In short it may be said that he had the distinction of serving on the Committee of almost every public board appointed during the last twenty-five years, and that his time was given ungrudgingly in the public service, no matter what sacrifice of professional interests it entailed.

For upwards of twenty-five years he was continuously resident in the Colony and for over twenty he represented the Chinese community on the Legislative Council. Consequently it was not a matter for surprise that he should be so universally looked up to. His position and the qualifications which he undoubtedly had, made him the adviser of his fellow Chinese, and he was often consulted by the Government in their transactions with the Chinese community. On the occasion of the visit of H.R.H. the Duke of Connaught and of Prince Arthur to the colony he received and welcomed them on behalf of the Chinese, and in recognition of his many public works he was created a C.M.G. in 1892.

The late Sir Kai Ho-kai took the keenest possible interest in the Hongkong University, and it was on the occasion of the laying of the foundation-stone of the building that the announcement of the honour of Knighthood having been conferred on him was made. His Excellency Sir Frederick Lugard, then Governor, after referring to the enthusiasm and ceaseless energy shown by many of the leading Chinese in the project, stated that foremost among them was Dr. Ho Kai (as he then was), whose efforts to explain to his countrymen the benefits which would accrue from the University were ceaseless and untiring. "His long public service," continued His Excellency, "as a member of Council for 22 years and of innumerable Boards and Commissions, and as confidential adviser in Chinese affairs to successive Governors, entitles him to be considered as the leading representative of the Chinese community of this Colony. I am authorised by the Secretary of State to announce that in recognition of his public services, as well as of his work for the University, His Majesty has been pleased to confer the honour of Knight Bachelor upon him. I congratulate him and through him the Chinese community." The announcement, though gladly welcomed, came as a complete surprise, the secret having been well kept. From thence onward, Sir Kai continued, as before, working in the public interest but in February last the state of his health was such that he was compelled to resign his membership of the Legislative Council. The last meeting he attended was on February 26. He then took an extended holiday in the North, but though some slight improvement in the state of his health resulted, he was never able to shake off his illness completely. He is succeeded on the Legislative Council by the Hon. Mr. Lau Chu-pak.

The funeral takes place at Happy Valley to-morrow. The cortege leaves deceased's residence at 4 p.m. and will pass the Monument at about 5 o'clock.

On Chimney Sweeping.

Chimney-sweeping, which has realised a fortune of over £3,000 for one of its exponents, is a comparatively modern profession. None of the Roman ruins show chimneys like ours, with fireplaces and flues, nor are any to be found in Herculaneum or Pompeii. The chimney of antiquity consisted of a hole in the roof, and kitchens were then always sooty. Braziers were used in the living-rooms, the fuel supplied to the wealthy classes being carefully dried wood from which no soot came; but Roman architects used to complain that the interior decorations of houses soon became smoked up. The modern chimney was first used in Europe in the fourteenth century. The oldest certain account of a chimney places it in Venice in 1347.

LAST NIGHT'S WRESTLING.

In the presence of a crowded audience at the Victoria Theatre last night, the two strong men, Antoine Fournier and Miguel Scherbelis, met in a wrestling bout, the contest being refereed by Mr. W. Logan. The affair lasted for three bouts of fifteen minutes each, and at the close the result was declared to be a draw. Scherbelis was generally on the defensive but no throws were secured. It is stated that Fournier is willing to again meet his opponent for any amount, in public or private, in any style of wrestling, undertaking to throw his man twice in an hour.

THE NEUMANN MURDER.

(Continued from page 1.)

but as often happened in cases of that kind, as soon as the robbers discovered that the unfortunate lady knew of their whereabouts, or might possibly identify them later on, she was murdered. A peculiar and unpleasant feature of the murder was the brutal way in which the body was mutilated. That type of murder was not without precedent in the Settlement, because a Chinese was murdered in Canton Road in December, 1913, and was cut in a somewhat similar manner.

Mr. Newman then went into the story as presented by the evidence, and said that the woman Jih gave the names of persons told to her as being the men who had committed a robbery and murder in Shanghai at the end of last year or the beginning of this year. Counsel asked why did Wong Loh, before there was any suspicion in the minds of the police against him, deny all knowledge of the other men who, it had been proved, had lived with him.

Mr. Newman characterized the evidence of the native detective as most important, because it was from what the woman said to him on the boat between Yangchow and Nanking that the police had been able to trace the men. The statement of the woman that the detective suggested to her the whole story could be rejected as being absurd, because her statement was the starting point. How could the detective have told the woman what to say, and then it to have turned out that the woman had actually stopped in the same house as the men? The conduct of the woman in the Court and before Detective Armstrong was important because it showed that the men were guilty of something, even if it was not the murder of Mrs. Neumann. They were guilty of something which they were afraid would come out. The rickshaw coolies, for some reason or other, were directly lying as to their knowledge of the Hongkew district. It was a peculiar thing that before Tsu Dah-shih was ever asked if he knew anything about the murder, but asked if he ever went to Hongkew, he at once denied that he had been there.

Dealing with the defence put up by the accused, counsel for the prosecution said that not one of them had endeavoured to tell the Court any definite tale as to where they were about the time of the murder, which was the first thing which would appeal to the mind of an innocent man. There were six families living in the house at Chapei, and it would have been easy for them to have produced evidence proving where they were on the night of the murder. On the other hand, their evidence had been proved to be a tissue of lies, wherever they could tell lies. They had adopted the usual course of the guilty Chinese, whose motto, counsel suggested, should be *Negati Omnia*, ("deny all things"). Having regard to the evidence of the prosecution, and the statements made by accused, counsel asked the Court either to convict the prisoners at once of murder, or, if they were not satisfied with the evidence, to hand them over to the Chinese authorities for further investigation. If the Court decided to take the latter course, he asked that a representative of the Municipal Council be present officially at any inquiry that might be held.

Evidence was given by Fritz Schramm, formerly in the employ of Mr. Neumann. He identified two of the accused as rickshaw coolies who were repeatedly in Astor Road at the end of last year and the beginning of this year. He had engaged them both, and on one occasion he had trouble with one of the men. He was quite sure that they were the men he had seen.

The Assessor said that before judgment was given by the Court, the prisoners would be sent to the city authorities for further investigation. The Court would arrange with the authorities about a representative of the Council being present.

DAIRY FARM NEWS.

NOTHING CAN EXCEL
OUR
DAISY BRAND
TABLE BUTTER.

IT IS PURE, DELICIOUS AND POSITIVELY
THE BEST BRAND
On the Market.

INSIST ON GETTING THE GENUINE ARTICLE.

TO-DAY'S ADVERTISEMENTS.

M. LAZARUS
I. O.
The Oldest Established Opticians in the Far East, with the most up-to-date Apparatus.
MANAGING PROPRIETOR
H. TOBIAS, F.I.O., F.C.M.C. (LOND.)
THE ONLY BRITISH QUALIFIED OPTICIAN IN HONGKONG.
1a D'AGUILAR STREET.
TEL. 1292

Thaw Denied Release on Bail.

Washington, June 15.—Harry K. Thaw to-day was denied release on bail pending consideration by the Supreme Court of his extradition from New Hampshire to New York.

The court also declined to grant the request that Thaw be taken to Pittsburgh in the custody of Sheriff Drew, of Coos County, New Hampshire, to testify in the settlement of his father's estate.

Judge Aldrich, of the Federal Court in New Hampshire, ordered Thaw's release on habeas corpus proceedings. The Supreme Court will next pass upon that.

TO-DAY'S ADVERTISEMENTS.

HONGKONG GYMKHANA CLUB.

THE THIRD GYMKHANA MEETING of the Season will be held at Happy Valley on SATURDAY, the 25th July, 1914, commencing at 3.15 p.m.

The Charge of Admission will be $1.00 for others than Members of the Hongkong Jockey Club or Gymkhana Club.

Soldiers and Sailors in uniform Half Price.

The Committee invite the Ladies of Hongkong to be present.

Hongkong, 20th July, 1914.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction on

TUESDAY,
the 28th. July 1914 commencing at **11 a.m.** at his Sales Rooms, Duddell Street,

2 Full sized English Billiard Tables with Balls, Cues, accessories, etc.

On View from Thursday, the 23rd July.

Terms:—Cash on delivery.

GEO. P. LAMMERT.
Auctioneer.

THE Undersigned has received instructions to sell by Public Auction on

TUESDAY,
the 28th July 1914, commencing at **11 a.m.** at his Sales Rooms, Duddell Street,

A Large Assortment of High Class Cents' Boots and Shoes (Brown and Black) of the well know "K" and "Keltic" makes, sizes from 6½ to 8½

also

Men's Buckskin and Canvas Shoes, patent leather dress shoes, etc.,

On view from Saturday the 25th July.

Terms: Cash on delivery.

GEO. P. LAMMERT,
Auctioneer.

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"GOETTINGEN,"

having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before noon to-day requesting it to be landed here.

No claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 27th of July, will be subject to rent.

All broken, chafed, and damaged goods are to be left in the godowns, where they will be examined on 27th inst., at 9.30 a.m.

All claims must reach us before the 3rd of August, 1914, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD.
MELCHERS & Co.,
General Agents.

Hongkong 20th July, 1914.

NOTICE TO CONSIGNEES.

From CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"GREGORY APCAR,"

having arrived from the above ports, consignees of cargo are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at consignees' risk and expense.

Cargo remaining on board after 22nd July will be landed at consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the undersigned.

DAVID SASSOON & Co., Ltd.
Agents.

Hongkong, 21st July 1914. [667

TO LET.

TO LET.—From September, 2 or 3 roomed unfurnished flat (or partially furnished), large verandahs, every convenience, 5 minutes walk to Post Office, European House $60, Suit Bachelors' Mess.—"HIGHER LEVELS," c/o "Hongkong Telegraph."

Summit
- - - COLLARS
SHAPE No. 40 WITH LOOK FRONT.
THE DOUBLE COLLAR THAT LOOKS EQUALLY WELL IN EITHER OF ITS SIX DEPTHS:
1¼, 1½, 1¾, 2, 2¼, 2½ inches.
QUARTER SIZES
$4.50 PER DOZEN.
MACKINTOSH
& CO., LTD.
MEN'S WEAR SPECIALISTS.
16 DES VŒUX ROAD. 16

WM. POWELL, LTD.
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ANNUAL SUMMER SALE
NOW PROCEEDING.
GENUINE BARGAINS.
EVERYTHING FOR SUMMER WEAR
PRICED VERY LOW.

-:- J. ULLMANN & CO. -:-
JEWELLERS, WATCHMAKERS, OPTICIANS.
LARGE SELECTION OF
WRIST WATCHES
FOR LADIES & GENTLEMEN.
Prices Right
ALL WATCHES SOLD BY US ARE FULLY GUARANTEED.
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appear on every record you buy. Columbia Nota the Note Be sure that these Musical Notes
THEY APPEAR ONLY ON
COLUMBIA DOUBLE DISC RECORDS.
It is the mark of excellence, purity of tone & triple durability.
DEMONSTRATION DAILY.
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	From Hongkong	From Quebec	
Empress of India	23rd July.	—	—
Empress of Asia	5th Aug.	—	—
Empress of Japan	19th Aug.	—	—

All Steamships leave Hongkong at noon.

The "EMPRESS OF RUSSIA," and "EMPRESS OF ASIA" are new quadruple screw 21 knot turbine steamers, of 16,850 tons gross, 30,625 displacement, the finest, fastest and most luxurious on the Pacific.

The direct route to Canada, United States and Europe, calling at Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama and Victoria, B.C.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with Marconi Wireless apparatus.

PASSAGE RATES HONGKONG TO LONDON.

"EMPRESS OF RUSSIA." "EMPRESS OF ASIA." via Optional Atlantic Port, £71.10.

"EMPRESS OF INDIA," "EMPRESS OF JAPAN," via Optional Atlantic Port £65.

"MONTEAGLE", Intermediate service, via Canadian Atlantic port £43, via Boston or New York £45.

Rates quoted above **do not** include meals and sleeping car across Canada. These, if required, will be furnished for £6 additional.

SPECIAL RATES (First Class only) allowed to Naval and Military officers, Civil Service employees, Missionaries, etc., etc.

Passengers purchasing Trans-Pacific Round Trip passage tickets have the option of returning from San Francisco by the steamers of the Pacific Mail S.S. Co., or Toyo Kisen Kaisha.

Local and through passengers may, if desired, travel by rail between Ports of call in Japan.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China.
Corner of Pedder Street and Praya, opposite Blake Pier.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

Regular Service Between

CALCUTTA, STRAITS, SHANGHAI and JAPAN PORTS.

EASTWARD.

S.S. "C. Apcar," 4,600 tons, Capt. Drake, will be despatched for SHANGHAI, KOBE & MOJI, on 23rd July.

S.S. "Dunera," 5,389 tons, Capt. Dickinson, will be despatched for YOKOHAMA, KOBE & MOJI on 31st July.

WESTWARD.

S.S. "Torilla," 5,205 tons, Capt. Swanson, R.N.R. will be despatched for SINGAPORE, PENANG & CALCUTTA on 2nd Aug.

S.S. "Dilwara," 5,378 tons, Capt. Ramage, R.N.R. will be despatched as above on 6th August.

The above steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For freight or passage, apply to

DAVID SASSOON & CO., LTD.
Agents.

Hongkong, July 17, 1914.

THOS. COOK & SON,

Tourist, Steamship and Forwarding Agents, Bankers, &c.

Head Office for the Far East:—16, DES VŒUX ROAD, HONGKONG. SHANGHAI: 2-3, Foochow Road. YOKOHAMA: 32, Water Street. MANILA: Manila Hotel.

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And from Manila, Hongkong and Japan to Victoria, Vancouver (B.C.) and Seattle, Wash. and Portland (Or.)

Taking Cargo at Through rates to all European North Continental and British Ports, also Odessa, Oporto, Marseilles, Genoa, and other Mediterranean Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

Next Sailings from Hongkong:

FOR	STEAMSHIP	TO SAIL
Shanghai, Kobe and Yokohama	Holsatia	25th July
" " "	Scandia	14th Aug.
" " "	Sithonia	23rd Aug.
" " "	Liberia	11th Sept.
" " "	Altmark	18th Sept.
" " "	Arabia	9th Oct.
" " "	Wurttemberg	16th Oct.
Victoria, Vancouver, Seattle T. & P. (Or.)	Andalusia	2nd Aug.
" " "	Belgravia	17th Sept.
" " "	Brasilia	12th Oct.
M'les, Havre, Bremen & Hamburg	Preussen	21st July.
Havre, Emden & Hamburg	Silesia	27th July.
M'les, Hamburg and Antwerp	Hoerde	29th July.
Havre, Bremen & Hamburg	Markomannia	12th Aug.
M'les, R'dam, Hamburg & A'werp	O. D. J. Ahlers	22nd Aug.
Havre, Emden, & H'burg	Senegambia	25th Aug.
Havre, H'burg & A'werp	Dortmund	5th Sept.
Genoa, Havre & Hamburg	Holsatia	10th Sept.
H'burg & Antwerp	Saxonia	12th Sept.
Havre, Bremen & H'burg	Scandia	21st Sept.

For Further Particulars, apply to—

Hamburg-Amerika Linie,
Hongkong Office.

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NIPPON YUSEN KAISHA.

THE JAPAN MAIL STEAMSHIP CO.

Projected Sailings from Hongkong—

Subject to Alteration

Destination.	Steamers.		Sailing Date
MARSEILLES, LONDON & ANTWERP, via Singapore, Malacca, Penang, Colombo, Suez, & Port Said.....	Iyo Maru Capt.	T. 12,000	WEDNES., 29th July, at 10 a.m.
	Hirano Maru Capt. Fraser	T. 16,000	WEDNES., 12th Aug. at 10 a.m.
VICTORIA, B.C., and SEATTLE via S'hai, Keelung, Moji, Kobe, Yokkaichi, Shimidzu and Yokohama ...	Tamba Maru Capt.	T. 12,500	TUESDAY, 28th July, at 4 p.m.
	Aki Maru Capt. Noma	T. 12,500	THURS., 13th Aug. at 4 p.m.
SYDNEY & MELBOURNE, via Manila, Thursday Island, Townsville and Brisbane	Nikko Maru Capt. Takeda	T. 9,600	WED., 29th July, at noon.
	Kumano Maru Capt. Soyeda	T. 9,300	WEDNES., 26th Aug. at noon.
CALCUTTA via S'pore, Penang & Rangoon	Tosa Maru Capt.	T. 12,500	SATURDAY, 25th July.
BOMBAY via Singapore and Colombo.			
NAGASAKI, Kobe & Yokohama	Kumano Maru Capt. Soyeda	T. 9,600	TUESDAY, 28th July, at 5 p.m.
SHANGHAI, Moji and Kobe	Rangoon Maru Capt.	T. 12,500	WEDNESDAY, 12th Aug.
KOBE & Yokohama	Kamo Maru Capt. Shimizu	T. 9,600	WEDNES., 29th July, at 11 a.m.

† Cargo only.

§ Fitted with new system of wireless telegraphy.

REDUCED SUMMER RATES BETWEEN HONGKONG AND JAPAN PORTS.

Commencing from 1st June, ending 30th Sept.

SPECIAL EXCURSION TICKETS (1st & 2nd class) available for 3 months.

	YOKOHAMA Return.	KOBE Return.	MOJI Return.	NAGASAKI Return.
1st class.....	$135	$122	$108	$95
2nd class.....	$ 81	$ 75	$ 65	$57

With option of Rail between Steamer's Calling ports in Japan. For further information apply to

Telephone No. 292.

T. KUSUMOTO, Manager.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail.
HOIHOW & H'PHONG	Kaifong	.....22nd July at 9 a.m.
W'WEI, C'FOO & TIENTSIN	Kueichow	.....23rd July at 10 a.m.
SHANGHAI	Anhui	.....23rd July at 4 p.m.
SHANGHAI & TSINGTAU ..	Kanchow	.....25th July at m'night
MANILA, CEBU & ILOILO ..	Chinhua	.....28th July at 4 p.m.
SHANGHAI	Liangchow	.....28th July at 4 p.m.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
"S.S. LINTAN" and "S.S. SANUI."

☞ **MANILA LINE.**—Twin Screw Steamers "Chinhua," "Taming," and "Tean." Excellent saloon accommodation amidships; electric fans fitted; extra staterooms on deck aft on "Taming" & "Tean."

☞ **SHANGHAI & TSINGTAU LINE.**—The Twin Screw steamers "Anhui" "Chenan," "Shaohsing" and the S.S. "Kanchow" "Liangchow," "Luchow" and "Yingchow" having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtsze and Northern China Ports.

The steamers leaving Hongkong on Sundays proceed from Shanghai to Tsingtau, leaving there on Tuesdays for Shanghai, Hongkong and Canton.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of the trans-shipment at Woosung.

Reduced Fares:—Hongkong to Shanghai:—Single $45. Return $75.
Do. Hongkong to Tsingtau:—Single $78. Return $125.

For Freight or Passages apply to

BUTTERFIELD & SWIRE.
Agents.

Telephone No. 36
Hongkong 21st July, 1914.

RUSSIAN VOLUNTEER FLEET.

HONGKONG AGENCY.

Homeward Bound.

The S.S. **Koursk** 6,400 R/T., Commander Padalka, is expected to arrive here on or about the 22nd day of July, 1914.

For Freight, Passage and further particulars, apply to

Capt. LUKHMANOFF, Agent,
Hotel Mansions, 3rd Floor, Rooms 12a & 14,
Tel. No. 1224.

Hongkong, July 14, 1914.

SHIPPING

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between

JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	For	Will leave on or about
Tjihini	JAVA	...2nd half July	S'HAI	...2nd half July
Tjitaroem	S'HAI	...2nd half July	JAVA	...2nd half July
Tjipanas	JAVA	...2nd half July	S'HAI	...1st half Aug.
Tjibodas	JAVA	...2nd half July	JAPAN	...1st half Aug.
Tjimahi	JAVA	...2nd half July	JAVA	...1st half Aug.
Tjiliwong	JAPAN	...2nd half July	JAVA	...1st half Aug.
Tjimanoek	JAVA	...1st half Aug.	S'HAI	...2nd half Aug.
Tjilatjap	JAVA	...1st half Aug.	JAPAN	...2nd half Aug.

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands-India on through B/L.

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 1574 York Building. 15

TOYO KISEN KAISHA

SAN FRANCISCO LINE

VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer.	Displacement Tons & Speed		Leave Hongkong.
Chiyo Maru	22,000 - 21 knots	Tues.,	4th August.
Tenyo Maru	22,000 - 21 knots	Tues.,	25th August.
Nippon Maru*	11,000 - 18 knots	Tues.,	8th Sept.
Shinyo Maru	22,000 - 21 knots	Tues.,	22nd Sept.

Steamers via Shanghai will be despatched at noon.
Steamers via Manila will be despatched at 10.30 a.m.

First Class to London.....£71.10. Return (6 months) £120.
First Class to New York.....£60. " " £96.10.
" " " San Francisco £45. " " £68.

Passengers purchasing Trans-Pacific Return tickets have the option of returning from San Francisco by steamers of the Pacific Mail S.S. Co., or from Vancouver by steamers of the Canadian Pacific Railway Co.

Special Rates given to **NAVAL & MILITARY, CIVIL SERVANTS, MISSIONARIES, etc.**

ROUND THE WORLD Tickets issued in Connection with all the Principal Mail lines and the Trans-Siberian Railway.

Passengers may travel by Railway between ports of call in Japan free of charge.

SOUTH AMERICAN LINE.

Via JAPAN PORTS, HONOLULU, HILO, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE and VALPARAISO.

Kiyo Maru 17,200 - 15 knots Wed., 5th August.

Thence by TRANS-ANDEAN ROUTE to BUENOS AIRES.

For Full Particulars as to Passage & Freight, apply to

S. MORIMOTO, Agent.

Telephone No. 291 KING'S BUILDINGS.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LIMITED.

MAIL SERVICE TO AUSTRALIA VIA MANILA.

MAIL SCHEDULE

(SUBJECT TO MODIFICATION.)

Steamer.	Arrive Hongkong from Australia.	Leave Hongkong for Australia.
Aldenham	4th July.	31st July, 10 a.m.
Empire	1st Aug.	28th Aug., "
St. Albans	22nd Aug.	18th Sept., "

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity: All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars, apply to

Gibb, Livingston & Co.
Agents.

DOUGLAS STEAMSHIP CO., LD.

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW RETURN.

(Occupying 9 to 10 days.)

Steamships.	Captain	Leaving.
Haiyang	A. E. Hodgins...	FRIDAY, 24th July at 11 a.m.

FOR AMOY AND FOOCHOW.

Haiching	W. C. Passmore.	TUESDAY, 21st July at 11 a.m.

FOR SWATOW.

Haitan	J. W. Evans ...	TUESDAY, 21st July at 11 a.m.
Haimun	A. H. Stewart...	WEDNES., 22nd July at 11 a.m.
Haimun	A. H. Stewart...	SUNDAY, 26th July at 10 a.m.

During the months of July and August First Class Return Fares to Foochow will be subject to a reduction of 20% on the full Fares.

Steamers will arrive at, and depart from the Co.'s Wharf near Blake Pier.

For Freight and Passage, apply to **Douglas Lapraik & Co.,**
General Managers.

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LOG BOOK.

The Vaterland.

The Vaterland, the newest Hamburg-American liner, backed out of her Hoboken pier on June 16 without mishap. Mindful of the trouble on her maiden voyage eastward, when she backed across the North River and nearly hit a pier, Commodore Ruser took no chances. The ship was to sail at eleven o'clock, but the commander waited nearly an hour for the exact conditions of wind and tide which suited him. Ten minutes before noon, the white flag, which is the signal requesting plenty of river space, was run up on the Hamburg-American docks, and the liner steamed out. She handled nicely in the fairway. Tugs helped to shove her nose around, and within fifteen minutes' time she was moving slowly out to sea.

Remembering the complications which attended the docking of the Vaterland on her maiden voyage, when the ferryboat schedules were considerably disarranged, the river captains had a weather eye out. The river was noticeably clear of small boats around the sailing hour, and those ferries which were near the Hoboken berth of the big ship carried many passengers, who rode back and forth watching the liner get away. Capt. Frost, of the Bremen, of the Lackawanna line, whose slip is near the Hamburg-American Line pier, said that the Vaterland looked like a mountain to ferry-boat captains, and they kept close watch on her. The Vaterland carried 720 first cabin passengers, 530 second, 800 third class, and 900 in the steerage. General Mehdi Khan, Persian Minister to the United States, H. H. Topakyan, Consul-General of Persia, and members of the Persian legation were among the passengers.

The Shipowners' Quandary.

One point in the Merchant Shipping (Convention) Bill is giving rise to particular uneasiness among shipowners, and certainly requires Mr. Burns' attention. By Clause 12 heavy fines are imposed on the owner and master of a ship, in case of failure to comply with the new rules made by the Board of Trade in regard to the mustering of the crew for practice drills as a precaution in case of accident. The shipowners have no objection to the rules, but they ask, not unreasonably, that the responsibility should be put on the right shoulders. As things are they may arrange for fire musters and boat drills, but they have not always any effective means of compelling the crew to take part in them. If, as has been known to happen, the firemen of a vessel refuse to take part in boat drill a few hours before sailing, and prefer to spend their time ashore, the owner has no real remedy. It is true that he may prosecute, but even if the offenders are convicted and are not merely let off by the magistrate with a caution, this is poor consolation to him for the holding up of a large liner on the eve of departure, or to the passengers for the knowledge that the prescribed fire and boat exercises have been very imperfectly carried out. If the State makes such regulations, it should penalize directly those who disobey them, and make the crew responsible when duly signed on, as well as the owner and master. Failure on the part of the crew to carry out the duties required of them should be an offence against the State, to the due punishment of which the State should itself see. The International Convention obliges each country to take the measures necessary to repress infractions of the requirements imposed by the Convention, and if the Government does not give reasonable assistance to shipowners to enable them to do what is demanded of them it is not meeting the international obligation it has undertaken.—*Times.*

Oysters, Fresh, Fried or Stewed.
Finnon Haddocks, Kippers &c..
ALEXANDRA CAFE

SHIPPING

INDO-CHINA STEAM NAVIGATION CO., LTD.

(Projected Sailings from Hongkong.—Subject to Alteration).

For	Steamship		On
SHANGHAI	Wosang†	Wed.,	22nd July at d'light
KOBE & Moji	Fooksang*	Wed.,	22nd July at d'light
SANDAKAN	Hinsang†	Wed.,	22nd July at noon
S'PORE, P'ang & C'cutta	Kumsang*	Thur.,	23rd July at 2 p.m.
SHANGHAI	Hangsang*†	Fri.,	24th July at noon
MANILA	Yuensang†	Sat.,	25th July at 2 p.m.
S'PORE, P'ang & C'cutta	Lovat	Wed.,	29th July at 2 p.m.
TIENTSIN	Chipshing*	Fri.,	31st July at 10 a.m.
MANILA	Loongsang*	Sat.,	1st Aug. at 2 p.m.

Return Tours to Japan.

The steamers "Kutsang," "Namsang" and "Laisang," leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Fooksang" "Kumsang" "Lovat" "Yatshing" and "Suisang" leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 16 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yangtsze Ports, Chefoo, Tientsin, Dalny, Weihaiwei, Tsingtau.

‡ Taking cargo on Through Bills of Lading to Kudat, Lahad Datu, Simporna, Tawao, Usukan, Jesselton and Labuan.

For Freight or Passage,

Apply to **JARDINE, MATHESON & CO., LTD.**

General Managers.

Telephone No. 215.

THE ROYAL MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG.

Subject to change without Notice.

"Shire" Line Service.—Homeward.

For	Steamers.	Date of Sailing
LONDON & ANTWERP...		

Trans-Pacific "Shire" & "Glen" Joint Service.

V'TORIA, V'VER, S'TLE, TACOMA & P'LAND... } Den of Airlie .....10th August.
V'TORIA, V'VER, S'TLE, TACOMA & P'LAND... }

Cargo accepted on through Bills of Lading to all ports in Europe and North and South America.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LD.

Telephone No. 215 Sub. Ex. No. 9. [9

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN

Yokohama, Kobe, Hongkong and Rangoon.

Steamers are despatched Eastward at regular intervals taking Passengers and Cargo at current Rates.

For Freight and Passage, apply to

JARDINE, MATHESON & CO., LD.

Agents.

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THE TAIKOO DOCKYARD & ENGINEERING Co. OF HONGKONG, Ltd.

TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS & REPAIRERS, BOILERMAKERS FORGEMASTERS, BRASS & IRON FOUNDERS, CONSTRUCTIONAL ELECTRICAL & MECHANICAL ENGINEERS.

WELDING & CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK 787' x 88' x 34'6"

Pumps empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES throughout the Shops, ranging up to 100 Tons.

50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS for:—

JOHN I. THORNYCROFT & CO., LTD.

PETROL & KEROSENE MARINE MOTORS 7-1/2 150 B.H.P.

As supplied to the British Admiralty & War Office.

C.6 type Motor and Reserve Gear.
B.H.P. Paraffin 70, Petrol 80.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUN BOATS, LAUNCHES, HOUSEBOATS AND PLEASURE CRAFT OF EVERY DESCRIPTION.

MOTOR PUMPING AND LIGHTING SETS, MOTOR VEHICLES, etc.

Dockyard Manager

11 a.m. to 12 noon at the Town Office.

BUTTERFIELD & SWIRE.

HONGKONG, CHINA AND JAPAN, AGENTS.

Telegraphic Address:— "TAIKOODOCK."

TELEPHONE No. 221.

VESSELS LOADING.

EUROPEAN PORTS.

Destination.	Vessel's Name.	For Freight Apply To	To be Despatched.
London & A'werp via S'pore etc.	Nagoya	P. & O.	22, July*
N'les, G'oa, A'rs, L'bon S'ton, &c.	Kle'a	M. & Co.	22, July
Hamburg & Antwerp	Hoerde	H. A. L.	24, July
Havre, Bremen & Hamburg	Silesia	H. A. L.	27, July
Glasgow and Rotterdam	Glenstrae	S. T. Co.	27, July
M'seilles via S'gon, S'pore, C'bo, Port Said	Atlantique	M. M. Co.	28, July
Marseilles, London & Antwrep via Singapore, &c.	Iyo Maru	N. Y. K.	29, July
Marseilles, Rotterdam etc.	Stentor	B. & S.	1, Aug.
London, via Usual Ports of Call	Devanha	P. & O.	1, Aug.
T'te, Fiume V'ce, via S'pore etc.	Silesia	S. W. Co.	5, Aug.
Genoa, Dunkirk & Hamburg	Frisia	H. A. L.	7, Aug.
Havre & Hamburg &c.	M'komannia	H. A. L.	7, Aug.
M'les, R'dam, Hamburg & A'werp	O.D.J. Ahlers	H. A. L.	22, Aug.
Havre, Emden & H'burg	Senegambia	H. A. L.	25, Aug.
H're, H'burg, A'werp &c.	Dortmund	H. A. L.	5, Sept.
Genoa, Havre & H'burg	Holsatia	H. A. L.	10, Sept.

NEW YORK, SAN FRANCISCO AND CANADA.

V'toria, B.C., & T'ma via S'hai &c.	Canada M.	O. S. K.	22, July
V'couver, via S'hai, Japan etc.	E. of Japan	C. P. R.	22, July
San F'co via S'hai & Japan &c.	Shinyo M.	T. K. K.	23, July
San F'co via K'lung, S'hai & Japan	Korea	P. M. Co.	23, July
Boston & New York	Indrakuala	J. M. Co.	27, July
V'ia, B.C. S'tle via K'lung, S'hai &c.	Tamba M.	N. Y. K.	28, July
Victoria, V'ver, S'tle & P. (Or.)	Andalusia	H. A. L.	2, Aug.
San Francisco, via Shanghai, M'la, Japan and Honolulu	Chiyo M.	T. K. K.	4, Aug.
Boston and New York via Ports and Suez Canal	Royal Prince	A.K. & Co.	5, Aug.
V'toria, Tacoma, Seattle etc.	Teucer	B. & S.	5, Aug.
V'ia, B.C., T'ma via K'lung, Japan	Tacoma M.	O. S. K.	6, Aug.
Victoria, Vancouver, Seattle, Tacoma & Portland	Den of Airlie	J. M. Co.	10, Aug.
San F'co via Manila & Japan &c.	China	P. M. Co.	11, Aug.
Seattle via Nagasaki etc.	Minnesota	N. Y. K.	14, Aug.
San Francisco, via Shanghai, M'la, Japan and Honolulu	Tenyo M.	T. K. K.	25, Aug.
San Francisco, via Shanghai, M'la, Japan and Honolulu	Nippon M.	T. K. K.	8, Sept.
Vancouver via S'hai, Japan etc.	Monteagle	C. P. R.	9, Sept.
Victoria, V'ver, S'tle & P. (Or.)	Belgravia	H. A. L.	17, Sept.
V'toria, V'ver, S'tle & P'land (Or.)	Brasilia	H. A. L.	12, Oct.

AUSTRALIA.

Australian Ports via Manila	Nikko M.	N. Y. K.	29, July
Australian Ports via Manila	Aldenham	G. L. Co.	31, July
Australia Ports	P. Waldemar	M. & Co.	8, Aug.

SINGAPORE, COAST PORTS AND JAPAN

Moji and Kobe	Colombo M.	N. Y. K.	22, July
S'hai, T'tau, Kobe & Yokohama	Yorck	M. & Co.	22, July
Anping, Takao via S'tow & Amoy	Soshu Maru	O.S.K.	22, July
Hoihow and Haiphong	Kaifong	B. & S.	22, July
Shanghai, Moji, Kobe & Y'hama	Malta	P. & O.	2, July
Swatow	Haimun	D. L. Co.	22, July
Shanghai	Wosang	J. M. Co.	22, July
Shanghai	Anhui	B. & S.	23, July
Shanghai	Hangsang	J. M. Co.	23, July
Weihaiwei, Chefoo and Tientsin	Kuelchow	B. & S.	23, July
Shanghai, Kobe & Moji	G. Apcar	D. S. Co.	23, July
S'pore, M'tius & South A'can P.	Salamis	B. L. L.	24, July
Swatow, Amoy and Foochow	Haiyang	D. L. Co.	24, July
S'pore, P'ang, Rangoon & C'cutta	Tosa M.	N. Y. K.	25, July
Sandakan	Hinsang	J. M. Co.	25, July
Shanghai and Tsingtau	Kanchow	B. & S.	25, July
Shanghai, Kobe and Yokohama	Ho'satia	H. A. L.	25, July
Shanghai, Kobe and Yokohama	Scindia	H. A. L.	27, July
Shanghai, Kobe & Y'hama	Paul Lecat	M. M.	27, July
Nagasaki, Kobe and Yokohama	Komano M.	N. Y. K.	28, July
S'hai, Moji, Kobe & Yokkaichi	Kawachi M.	N. Y. K.	29, July
Kobe and Yokohama	Kamo M.	N. Y. K.	29, July
Bombay, via S'pore, Port S'ham, Penang & Colombo	Malay M.	O. S. K.	29, July
Shanghai	Delta	P. & O.	30, July
Shanghai	Bohemia	S. W. Co.	1, Aug.
Shanghai, Y'hama, Kobe & Moji	China	S. W. Co.	1, Aug.
Shanghai, Kobe and Yokohama	Vorwaerts	S. W. Co.	1, Aug.
Bombay via S'pore & Colombo	Jiseen M.	N. Y. K.	3, Aug.
Bombay via Singapore, etc.	Indo M.	O. S. K.	13, Aug.
Shanghai, Kobe and Yokohama	Alesia	H. A. L.	14, Aug.
Shanghai, Kobe and Yokohama	Sithonia	H. A. L.	23, Aug.
Shanghai, Kobe and Yokohama	Liberia	H. A. L.	11, Sept.
Shanghai, Kobe and Yokohama	Altmark	H. A. L.	18, Sept.
Batavia, Cheribon, Samarang, &c. Japan	Tjibodas	J.C.J. L.	Q. desp.
Shanghai	Tjilatjap	J.C.J. L.	Q. desp.
Batavia, Cheribon, Samarang, &c.	Tjikini	J.C.J. L.	Q. desp.
Shanghai	Tjimahi	J.C.J. L.	Q. desp.
	Tjitarcem	J.C.J. L.	Q. desp.

MOVEMENTS OF STEAMERS.

VESSELS ADVERTISED TO DEPART TO-MORROW.

For.	Vessel.
Hongay	Mausang
Pakhoi	Kaifong
Victoria	Canada Maru
Europe	Kleist
Sourabaya	Banri Maru
Swatow	Hsimun
Pakhoi	Hanoi
Sandakan	Huisang
Canada	E. of India

VESSELS ADVERTISED TO ARRIVE TO-MORROW.

From,	Vessel.
Shanghai	Kanchow
Singapore	Yorck

CANADIAN MAIL.

The C. P. R. s.s. EMPRESS OF JAPAN left Vancouver between 8 & 10 a.m. on July 15.

The C. P. R. s.s. MONTEAGLE left Yokohama on July 13, between 2 and 4 p.m.

The C. P. R. s.s. EMPRESS OF RUSSIA arrived at Kobe at 7.30 on July 13, left Kobe at noon on July 18, and was due to arrive at Shimidzu at 7 a.m. July 19.

The C.P.R. s.s. EMPRESS OF ASIA was 1474 miles from Yokohama on the 16th July, at midnight, was due to arrive at Yokohama on the 20th July, at 8 a.m. and to leave Yokohama on the 20th July, at 4 p.m.

AMERICAN MAIL.

The P. M. s.s. SIBERIA with the United States mail left Yokohama on July 13, for Hongkong via Manila and is expected to arrive at this port on July 25.

The P.M.s.s. KOREA will be dispatched from Hongkong for San Francisco, via Keelung, Shanghai, Kobe, Yokkaichi, Shimizu, Yokohama and Honolulu on Thursday, July 23, at 1 p.m.

AUSTRALIAN MAIL.

The E. & A. s.s. EMPIRE left Sydney for this port (via Queensland Ports, Port Darwin, Timor & Manilla) on the 11th inst. and may be expected to arrive here on the 1st August.

The A. O. Line s.s. CHANGE.IA left Sydney on the 14th inst. for Hongkong via Thursday Island, Port Darwin, Zamboanga and Manila and may be expected to arrive here on or about 8th August.

GERMAN MAIL.

The N.D.L. Mail s.s. YORCK left Singapore on the 17th inst. at 9 p.m. and may be expected here on or about the 22nd inst. at 6 a.m.

MERCHANT STEAMERS.

The I. C. S. N. s.s. LOVAT left Moji on the 20th inst. and is due at Hongkong on the 24th inst.

The S. L. s.s. DEN OF AIRLIE left London on the 21st ult., and is due at Hongkong on the 8th August.

The S. L. s.s. CARNARVONSHIRE from Vancouver is due at Hongkong on the 26th Aug.

The I. L. s.s. INDRAKUALA left Moji on the 13th inst. for Hongkong via Shanghai and is due at H'kong on the 25th inst.

The s.s. PRINZ. WALDEMAR left Sydney on the 2nd inst. at 3 p.m. and may be expected here on or about the 25th July.

The s.s. INDRADEO passed the Suez Canal on the 7th inst. for Hongkong direct

The Mogul Line s.s. LENNOX sailed from the United Kingdom on 18th June, and is due to arrive here on or about the 20th inst.

The Mogul Line s.s. ERROLL sailed from the United Kingdom on 11th July, and is due to arrive here on or about the 23rd August.

The East Asiatic Co's. s.s. SIAM left Port Said on Monday the 13th inst. and may be expected here on or about 18th August.

The s.s. DUNERA sailed from Calcutta on the 10th inst. and may be expected here on or about the 26th inst.

The H.A.L. s.s. HOLSATIA left Singapore on the 19th inst. a.m. and may be expected here on or about the 24th inst. a.m.

The H. A. L. s.s. HOERDE left Moji on the 20th inst. a.m. and may be expected here on or about the 25th inst. a.m.

VESSELS IN PORT.

Steamers.

Bendoran, Br. s.s. 2,585, D. E. Calley, 2nd inst.—Singapore, 26th ult., Gen.—G. L. & Co.

Hopsang, Br. s.s. 1,359, C. A. Robertson, 0th inst.—Moji, 3rd inst., Coal—J. M. & Co.

Hinsang, Br. s.s. 1,885, A. C. Kennedy, 10th inst.—Sandakan, 4th instant Gen.—J. M. & Co.

Canada Maru, Jap. s.s. 3,759, H. Yamamoto, 11th inst.—Shanghai, 6th inst. Gen.—O. S. K.

Petchaburi, Ger. s.s. 1,373, C. Gosewisch, 10th inst.—Bangkok, 28th ult., Rice—B. & S.

Demodocus, Br. s.s. 6,639, A. E. Dodd, 12th inst.—Singapore, 7th inst., Gen.—Order.

Lysemoen, Ger. s.s. 1,238, E. Abahagen, 13th inst.—Saigon, 10th inst. Rice—Chinese.

Mausang, Br. s.s. R. A. Matanra, 14th inst.—Tawi Tawi, 8th inst., Gen. Order.

Solveig, Norw. s.s. 2,829, P. Einarsen, 14th inst.—Java, Sugar & Gen.—J. C. J. L.

Suisang, Br. s.s. 1,737, Simpson, 15th inst.—Freemantle, Gen.—J. M. & Co.

Brilefas, Norw. s.s. 859, A. T. Johnsen, 15th inst.—Bangkok, 7th instant, Rice—T. & Co.

Korea, Am. s.s. 5,651, A. W. Nelson, 15th inst.—San Francisco, 20th ult., Gen.—P. M. & Co.

E. of India, Br. s.s. 5,940, 17th inst.—Vancouver, 25th ult., Gen.—C. P. R.

Invercylde, Br. s.s. 2,950, D. Mansfield, 16th inst.—New York, Gen.—J. M. & Co.

Mackinaw, Am. s.s. 3,000, W. G. Krebs, 16th inst.—Saigon, 12th inst. Rice—Order.

Nelcus, Br. s.s. 6,684, D. Maclean, 16th inst.—Singapore, 12th inst., Gen.—B. & S.

Selun, Norw. s.s. 865, D. Havbrender, 16th inst.—Bangkok, 8th inst., Rice—T. & Co.

Hanoi, Fr. s.s. 742, Chevalier 18th inst.—Haiphong, 18th inst., Gen.—A. R. Marty.

Kanakuk, Br. s.s. 2,593, T. J. Archbold, 17th inst.—Haiphong, Gen.—S. O. Co.

Kuelchow, Br. s.s. 1,220, Forsyth, 18th inst.—Chefoo, 11th inst. Gen.—B. & S.

Paklot, Ger. s.s. 1,013, Pallner, 17th inst. Bangkok, 10th inst., Rice—B. & S.

Tjibini, Dut. s.s. 3,068, W. H. Lage, 17th instant. — Batavia, 9th inst., Sugar & Coffee—J. C. J. L.

Daigi Maru, Jap. s.s. 847, S. Tokushige, 20th inst.—Swatow, 19th instant, Gen.—O. S. K.

Drufar, Norw. s.s. 1,102, J. Bing, 19th inst. Hoihow, 17th inst., Gen.—O. S. S. N. Co.

Haitan, Br. s.s. 1,183, J. W. Evans, 20th inst.—Swatow, 19th inst., Gen.—D. L. & Co.

Hongkong, Fr. s.s. 742, Marguerite, 18th inst.—Haiphong, 16th inst., Gen.—A. R. Marty.

Hopeh, Br. s.s. A. Tucker, 18th instant—Saigon, Rice—B. & S.

Kaifong, Br. s.s. 997, H. Mathias, 20th inst.—Hoihow, 19th inst., Gen.—B. & S.

Kumsang, Br. s.s. 2,077, F. Wheeler, 18th inst.—Moji, 13th inst., Gen.—J. M. & Co.

Kwangtah, Chinese, 1,536, Sangster, 18th inst.—Shanghai, 6th inst., Gen.—C. M. S. N. Co.

Mathilde, Ger. s.s. 981, Schlakker, 20th inst.—Hoihow, 19th inst., Gen.—J. & Co.

Senegambia, Ger. s.s. 3,780, Mackeprang, 19th inst.—Singapore, 13th inst., Gen.—H. A. L.

Soshu Maru, Jap. s.s. 1,119, Haitori, 20th inst.—Swatow, 19th inst. Gen.—O. S. K.

Tamba Maru, Jap. s.s. 3,803, S. Nagasuye, 19th inst.—Seattle, Gen.—N. Y. K.

Triumph, Ger. s.s. Langschwager, 20th inst.—Hoihow, 19th inst., Gen.—J. & Co.

Yochow, Br. s.s. Speed, 19th inst.—Moji, 13th inst. Coal—B. & S.

Zafiro, Am. s.s. 4,000, F. S. McMurray, 18th inst.—Manila, 15th inst., Gen.—S. T. & Co.

TIDE TABLE.

20th July., to 26th July, 1914.

Date	Day	High Water Hongkong Mean Time.	Ft.	Low Water Hongkong Mean Time.	Ft.
Mon.	20	m 7 31	7.4	m 0 44	0.4
Tues.	21	m 8 10	7.8	m 1 20	0.3
Wed.	22	m 8 11	8.1	m 2 0	0.3
Thur.	23	m 9 1	7.7	m 2 40	0.3
Fri.	24	m 9 52	7.3	m 3 25	0.3
Sat.	25	m 10 50	6.9	m 4 15	0.3
Sun	26	m 11 57	6.5	m 5 10	0.3

m morning. a afternoon.

SUMMER EXCURSIONS TO JAPAN

BY THE STEAMERS OF

CANADIAN PACIFIC S.S. LINE. PACIFIC MAIL S.S. CO TOYO KISEN KAISHA.

GOING AND RETURNING WITHIN PERIOD 1st JUNE—31st OCT.

RATES FROM HONGKONG:

NAGASAKI $120.00. KOBE $135.00. YOKOHOMA $150.00

Tickets are interchangeable for return by any steamer of above-named Companies and include Rail between Japan Ports of call if desired.

Passengers may go and/or return VIA MANILA, without additional charge by steamers calling at that Port, as indicated in schedule of sailings shewn below.

The Steamers operated by the Companies named are the largest, fastest and most luxurious on the Coast.

JOINT SCHEDULE OF SAILINGS TO AND FROM JAPAN PORTS.

From JAPAN. To JAPAN.

Y'hama Leave.	Kobe Leave.	Nagasaki Leave.	H'kong Arrive.	Steamer	H'kong Leave	Nagasaki Arrive	Kobe Arrive	Y'hama Arrive
—	—	—	1 —	KOREA	29 July	31 July	1 Aug.	3 Aug.
—	—	—	27 July	SIBERIA	6 Aug.	7 Aug.	9 Aug.	10 "
16 July	17 July	19 July	25 "	CHIYO MARU	13 "	14 "	16 "	17 "
20 "	21 "	23 "	29 "	E. OF ASIA	20 "	21 "	23 "	24 "
23 "	24 "	26 "	1 Aug.	CHINA	27 "	28 "	30 "	31 "
30 "	31 "	2 Aug.	8 "	MANCHURIA	3 Sept.	4 Sept.	6 Sept.	7 Sept.
6 Aug.	7 Aug.	9 "	15 "	E. OF JAPAN	10 "	11 "	13 "	14 "
13 "	14 "	16 "	22 "	TENYO MARU	17 "	18 "	20 "	21 "
20 "	21 "	23 "	29 "	NILE	24 "	25 "	27 "	28 "
27 "	28 "	30 "	5 Sept.	E. OF RUSSIA	1 Oct.	2 Oct.	4 Oct.	5 Oct.
3 Sept.	4 Sept.	6 "	12 "	NIPPON MARU	8 "	9 "	11 "	12 "
10 "	11 "	13 "	19 "	MONTEAGLE	15 "	16 "	18 "	19 "
17 "	18 "	20 "	26 "	MONGOLIA	22 "	23 "	25 "	26 "
24 "	25 "	27 "	3 Oct.	E. OF INDIA	29 "	30 "	1 Nov.	2 Nov.
1 Oct.	2 Oct.	4 Oct.	10 "	SHINYO MARU	15 "	16 "	18 "	19 "
8 "	9 "	11 "	17 "	PERSIA	22 "	23 "	25 "	26 "
15 "	16 "	18 "	24 "	KOREA	29 "	30 "	1 Dec.	2 Dec.
22 "	23 "	25 "	31 "	E. OF JAPAN	—	—	—	—
29 "	30 "	1 Nov.	7 Nov.					

† Returning via Manila. Steamers proceeding via Manila do not call at Shanghai.

* Going via Manila.

THE HONGKONG TELEGRAPH.

EXTRA

HONGKONG, TUESDAY, JULY 21, 1914.

CHINESE WILL CASE.

ANCESTRAL WORSHIP BEQUESTS INVOLVED.

Appeal From the Chief Justice's Order.

This morning an interesting Chinese Will case came before the Full Court of Appeal, when bequests for ancestral worship were under discussion. A testator had left six-tenths of his estate for that purpose, and the bequest was held to be invalid, as offending against the rule of perpetuities. An order was made by the Chief Justice for an enquiry to be held as to the teststor's next of kin at the time of his death. The registrar of the Court found some married daughters as nex of kin and the appellant, claiming that they were not such, in accordance with Chinese law and custom, asked the Court to vary the order to give effect to his contention.

The court consisted of Sir Havilland de Sausmarez, President, Mr. Justice Gompertz, Chief Justice, and Mr. F. A. Hazeland, Puisne Judge.

In the original action the Chief Justice, Sir W. Rees Davies, K.C., declared the bequests for ancestral worship funds to be invalid as offending against the rule of perpetuities, and ordered an enquiry before the Registrar in chambers, to ascertain who were the next of kin at the date of the testator's death, entitled to share in the six shares of which the testator was deemed to have died intestate owing to the invalidity of the bequest.

The motion of appeal asked that a variation of the judgment of the Chief Justice should be made by the insertion of the words "in accordance with Chinese law and customs" after the words "next of kin" in the paragraph set out above.

Quite an array of parties appeared in the action. Ho Tse-chun was the appellant and the respondents were Ho Au-shi, Yeung Sui-chee, Ho Hong-chun, Ho Chang-shi and Chan Ho-shi.

Mr. E. H. Sharp, K.C., and Mr. Eldon Potter, instructed by Messrs. Dennys and Bowley, appeared for the appellants; the Hon. Mr. H. E. Pollock, K.C., instructed by Messrs. Deacon, Looker, Deacon and Harston, for the first two respondents; Mr. C. G. Alabaster, instructed by Mr. Agassiz, for the fourth; and Mr. F. C. Jenkin, instructed by Messrs. Hastings and Hastings, for the fifth respondent.

Mr. Sharp said that their Lordships would see that they were appealing in respect of a written explanation of the order of the Chief Justice, which explanation was given six months after the order was made in circumstances which were of a special character. It was from the written explanation that they were appealing, and not really from the order.

The facts of the case were these. In 1894 the testator died. He was a domiciled Chinese, and he left considerable leasehold property in Hongkong to the present value of, roughly, $255,000. He left surviving two persons to whom it would be necessary to refer—the widow, who was since dead; and also the eldest son, who had also died since but who in fact was represented by a son, his client. Under the will the testator divided the estate into ten parts, four parts of which went respectively to each of three sons and one grandson. That left six parts which he provided should go towards the establishment of an ancestral fund for ever. No share was left under that will to any female descendant. For many years after the death of the old man the estate was managed by his widow, who died in 1909, fifteen years afterwards. Shortly after that, this action was begun. In the action the only step with which their Lordships would be concerned was that of September 2 last; a special case was settled by consent regarding the six-tenths set apart for ancestral worship and the Chief Justice held, upon the special case, that the bequest was bad and ordered an enquiry in the terms set out above. It did not concern the parties at the time whether the enquiry was in accordance with Chinese law or English Law, because the sole claimants who had come forward then were male descendants.

Counsel then went on to argue under two headings:—

1. Assuming the English Statute of Distributions to be in force for Chinese in Hongkong, they would then argue that the status of persons intended by the statute should be ascertained by Chinese law.

2. That the Statute of Distributions is inapplicable to the local circumstances of the Colony and its inhabitants.

Mr. Sharp read a number of authorities on Chinese marriage law and quoting Mollendorff said that a wife left her family for ever and joined that of her husband. He submitted that the English Law only recognised monogamous marriages. Chinese marriages did not come under that head and therefore the English law did not recognise them. If the court took the view that Chinese marriages could not be recognised then there was no wife for the purpose of succession, no children, and it was then established that the Statute of Distributions was inapplicable to the Chinese family system. He submitted that there should be an adjournment in order to allow of Chinese evidence on the point being obtained.

The President asked if the other counsel had any objection.

The Hon. Mr. H. E. Pollock objected. Up to that moment there had not been any attempt on the part of his friend to have such evidence introduced.

Mr. Jenkin did not object so long as the one-tenth share specifically bequeathed to his client was immediately distributed.

Mr. Alabaster, after pointing out that, if Chinese law had applied, none of them would have been in court to-day, objected to an adjournment. He added that not the slightest attempt had been made to distribute the four-tenths which were not in dispute.

The President after conferring with his colleagues said that the application would be granted. It was quite clear that the distribution of the four-tenths should be made forthwith. An order would be drawn up and if it appeared that any provision was necessary for safeguarding the interests of any concerned, that provision would be inserted. The parties should also submit a date to the court upon which the distribution should be made.

Mr. Pollock asked for the costs of the day but the President said they should come out of the estate. That appeared to be the only opportunity that the appellant had of bringing the question before the court, and he would not have been justified in obtaining expensive evidence of that nature without first ascertaining whether the court would receive it or not.

The case was adjourned until the sitting of the Full Court of Appeal when the evidence will be called.

The court then adjourned *sine die*.

Inspecting English Gun Factories.

Herr Krupp von Bohlen and Herr von Bulow, heads of the great armament firm, are paying visits of inspection to various English factories.

THE WORLD OF SPORT.

INTERESTING COMMENT ON HOME EVENTS.

Turf Gossip—the Golf Championship.

[From Our Special Correspondents.]

London, 26th June.

The re-action from Royal Ascot (writes "Centaur") has been sharp and far from soothing. One assumes it is understood that most people who follow events on the Turf are pecuniarily affected by the results. If this were not so, there would not be so many book-makers, certainly not so many starting price offices as there are in England at the present time. They represent a tremendous *clientele* and when an Ascot meeting comes round their operations touch maximum. For that simple reason, therefore, the Ascot meeting just concluded has involved speculators great and small in heavy wins or losses. Let it be said at once that the heavy winners are the book-makers, for this could only be so with such results as were recorded last week.

We have heard of some well-known professional backers having had a terrible week.

In the first place there are two races on which the public will always bet freely. They are the Royal Hunt Cup and the Ascot Stakes. In each case the winner started at 25 to 1. Then practically every plunge of the meeting went wrong, vide Happy Warrior, Bambusa, Corcyra (in the Hardwicke Stakes) Great Surprise, Spanish Prince, Bruleur, Light Brigade, First Spear, and Torchlight. All those were regarded as Ascot "good things," especially Happy Warrior and Bambusa.

Another fact which points to the disastrous experiences of backers, only seven favourites won throughout the meeting. Three of them were on the opening day, when however the other four races were won by outsiders. Two favourites obliged on Royal Hunt Cup day and the other two won on Gold Cup Day. On the closing day every favourite lost. That meant doubling all liabilities incurred on the other three days. Compare with a year ago. Then thirteen favourites won, which means a very different and far pleasanter re-action in the week after. Instead of 25 to 1 chances winning the Ascot Stakes and the Royal Hunt Cup, the winners were returned at 14 to 1. There is a world of difference in the margin represented by the two sets of figures. It is not, of course, easy to suggest reasons why results should have gone so steadily against the public. If the going had been abnormally heavy it might have caused upheavals in form, but instead it was throughout "on top of the ground." Probably a lower standard of jockeyship than there has been for a long time has something to do with it. Maher and Wootton are greatly missed, and there is no-one at present to step into the vacancies. Donoghue, Clark, Wheatley, Herbert Jones, Wing and Spear are good average jockeys, but nothing more. The best of them is Donoghue, because he is wide-awake and enterprising, and he can also ride a good finish. Another reason for inexplicable results is poor starting. Mr. Willoughby, the starter to the Jockey Club, is constantly the subject of much criticism. When his starting is consistently indifferent there must be something wrong, not so much with the machine as with the human element that controls it. In any case, we may not see any substantial improvement until the Jockey Club give a trial to the walk-up start as opposed to the impossible method of starting a row of highly-strung horses from a standstill.

The Ascot Meeting.

Our last letter did not complete the review of the Ascot meeting and it is, therefore, necessary here to make some mention of the racing on the fourth and last day of the meeting. It began with the Ascot High Weight Stakes, which is one of only five handicaps decided at the long meeting. Fanfarona, a three year old, won for Mr. Leopold de Rothschild at 100 to 8. The other four handicaps were won by horses starting at 100 to 8, 25 to 1, 25 to 1, and 100 to 7. Is it any wonder that backers were sadly mauled? Having given a trouncing to Hapsburg and Dan Russel, second and fourth respectively in the Derby, it is not surprising that Corcyra two days later was made a very pronounced favourite for the Hardwicke Stakes of a mile and a half in spite of the presence in the field of Maiden Erlegh, Roseworthy, Thistleton, and the three-year-old Peter the Hermit, who had filled third place in the Derby. Most people regarded "Peter's" prominent position in the Derby to be due to a fluke, but they would change their opinion after seeing the way he won the "Hardwicke," and how he beat Corcyra, even though the latter was conceding him 15 lbs. This horse is clearly going to have something to say about the St. Leger, for it is quite clear that he is a very genuine stayer.

As to other results on the closing day, reference may be made to the Wokingham Stakes, that scramble which is supposed to be won by any horse that makes a big show for the distance in the Royal Hunt Cup. This time Braxted, second on the Wednesday for the Cup, was thought to have a great chance in consequence of which he was made favourite at 5 to 1. He disappointed and the honours were won by a three-year-old in Mount William, the property of Mr. R. J. Farquharson, who before establishing a stable in England used to race a good deal in India and Ceylon. Mount William was followed next past the post by the old Lincolnshire Handicap winner, Mercutio, who might have won had he got off a little smarter. Lord Annandale, the winner of last year's Stewards' Cup, was third in Mr. Walter Raphael's colours. This horse is sure to be heard of in connection with the next Stewards' Cup.

Sunnylake, who won the 61st Triennial Stakes, was the only winner of the meeting for His Majesty, and it was indeed good to hear the cheering. The horse was well backed though not quite so good a favourite as Mr. James Russel's Polyorates, who had run well for about a mile in the Derby. Fiz Yama, the winner of the Cesarewitch last year and a wonderfully fine stayer, won the Alexandra Plate, which is a race of close on three miles. The horse is owned by Mr. C. Wadia, a Parsee of Bombay. One of the surprises of the meeting was the defeat of the well-known sprinter Great Surprise for the King's Stand Stakes. This horse was made an even money favourite but he was not even placed behind Adular, who won for Baron Springer from a two-year-old Silver Spray and Golden Sun. The two-year-old was getting 46 lbs from Adular, who is a fine advertisement for the breeding of the thoroughbred in Hungary.

In the North.

This week there has been racing at Newcastle in the north and Brighton and Folkestone in the south. By far the most important racing has been that in the north where on Wednesday the Northumberland Plate was decided. This is not the race it was, say, in the days when that wonderfully good horse Barcaldine won it, but it has more than local interest. It was won by The Guller, winner of the Chester Cup last year. His success was pointed to clearly enough by recent form, for he was third last week for the Ascot Stakes and third before that for the Manchester Cup. Yet he was not favourite, that position being occupied by a three-year-old named Royal Weaver, trained by Mr. Persse. That horse, however, ran badly, and The Guller had no difficulty in winning by two lengths from Bowman and Chance Bird. It was a most popular victory for the winner is trained by that wonderful old man, Johnnie Osborne, once a great jockey, now a grand old man of 81 years.

The Golf Championship.

"Well, I did my best to pull it off anyhow," J. H. Taylor the ex-Open Champion said to me after he had been beaten in the Open Championship at Prestwick by his old friend and rival, Harry Vardon. He certainly did do his best. J. H. Taylor is a born fighter. He is known as "The man with the fighting chin." He is never beaten until the last putt has gone down, and Harry Vardon, knowing this, must have had many uneasy moments in the course of those last two rounds which the luck of the draw caused him to play in partnership with the Open Champion of 1913 and of several other years besides. The main thing about Harry Vardon is that he goes on playing the most wonderful golf even though his health is very far from being robust. Three or four years ago he began to be worried by internal haemhorrage. Happily the alarming symptoms passed away in the course of time, but the strain of his golfing tour in America last year seems to have brought them on afresh. Nevertheless he still remains, in the opinion of most people, the finest golfer of his day.

The year before last he beat Massey, the French golfer, in the Championship, even though he was taking three putts on every other green that he came to. It is his putting that worries Vardon more than anything else. He attributes his bad play on the green to the twitching of a nerve in the right wrist. Some of us wish that we had a twitching nerve to explain our miserable failures when we miss putts as Vardon does at a distance of inches from the pin. With Vardon, however, it is a very serious matter. He has tried electrical treatment with some success, but confesses that when he started on his last round with Taylor at Prestwick, his wrist began to trouble him afresh. Knowing Taylor and his fighting propensities, he did not tell him—until afterwards.

As a matter of fact both men, veterans at the game though they are, were almost too much excited to exchange a word. Neither of them had ever played before such an enormous "gallery" of spectators. Despite all the stewards could do, they literally overran the course. J. H. Taylor suffered more from the crowd than did Harry Vardon. Once or twice his ball struck, and was diverted by a spectator, who was reproved by Taylor for getting in the way in crisp and well chosen language. What the feelings of the spectator were is not recorded. Some Golf Champions say they like to have a big gallery following them. It makes them play better and the ring of spectators round the green serves at any rate to keep off the wind on a stormy day. But at Prestwick, the crowd that followed Vardon and Taylor exceeded the limits of convenience, and, as the score showed, it affected the golf of both men.

The younger school of golfers had a great opportunity, if only they could have taken it, for neither Vardon nor Taylor had established such a lead in the opening rounds that they could regard themselves as absolutely safe—from the men that came afterwards. But George Duncan, the most brilliant of the younger school, quite disappointed the hopes of his supporters. He was never happy on the greens and his golfing temperament is one which requires that everything shall be going well with him if he is to give of his best. His best is better than any other professional can equal. But it is just fatal temperament that prevents Duncan from winning Championships, and caused him last year even the chagrin of failing to qualify. Tom Ball, another promising player of the younger school, met with an accident which set up blood-poisoning in his right hand just before play commenced and was obliged to scratch, and with Braid missing short putts all the way round it always looked as if the result rested between Taylor and Vardon. Young Ouimet, the American player, though he beat both Vardon and Ray in the play off for the Open Championship of America last year, had to admit that he was quite outclassed in the company in which he found himself at Prestwick. Harry Vardon's victory was very popular, but nevertheless it would have been a good thing for golf if a new man had won.

CANTON POLICE.

A Resignation Rumour.

It is reported that Tang Iu-kwong, who last year succeeded Chan King-wah as Chief of Police in Canton, has handed to the Civil Governor, Li Lwok-kwan, a formal petition to be released from his office. It is stated that the Civil Governor has declined to accept Mr. Tang's resignation.

WONG PAK-YING.

A Heavy Sentence.

Native papers report that Wong Pak-ying, formerly chief of the Canton detective force, has been sentenced to imprisonment for an indefinite term. Wong Pak-ying, who was well known in Hongkong, was arrested last September, it will be remembered, on a charge of conspiring with the late Mr. Chan King-wah, Chief of Police, to get possession of official secrets.

OLYMPIC GAMES.

WHAT GERMANY IS DOING.

An Interesting Account of the Preparations.

I have beside me the following note from an English friend in Berlin regarding the interest which is being taken in athletics in Germany, writes "Strephon" in the *Athletic News* of June 15.

. . . It would do your heart good to see how enthusiastic everybody on the athletic grounds is at the present time. What is more important, real development is taking place. Kraenzlein and his American undercoaches are being carefully followed by the athletes and from what I see their work will be comparatively simple compared with that of the English coaches. By this I mean that the English athlete is prone to imagine that he knows as much of the game as anybody else. He has to be driven to inculcate—a great word!—any fresh ideas. The German is not dogmatic. He knows that athleticism in the Empire is merely undergoing the generic process. He jumps keenly to grasp root ideas; these he will ponder over, and as you yourself saw when you were over here, he will practise, and practise, and practise until he becomes thoroughly efficient, or as efficient as he can be made.

Previously, he was left to himself. Men were sprinting who could not sprint. Others were trying to stay who could not be made into distance runners. They are now advised with something like judgment for their good.

The rich part of all this training and coaching is that the German Democratic and Socialist parties are up against it. They profess to see in it entertainment for the classes! How very different all this is from the position in dear old England. With you the complaint is that the classes will not take sufficient interest in athletics, and that the masses are not strong enough to organise funds to enable them to pay the cost of a serious national training scheme. Here, however, the Emperor has set the seal of approval on athletic schemes, and twice in recent days his Majesty has been present at the Stadium to watch sporting meetings. The first properly organised army athletic meeting proved very popular, and the successes of Prince Frederic Charles on the track in a 4,000 metres race, in the swimming bath, and in pistol and sword play will do more good for the cause of sport than all the newspaper articles which may be printed or the speeches which may be uttered favouring athleticism.

I wish you had seen the relay race from Potsdam to the Stadium the other day. Something like 3,000 runners figured in the competition, with the result that the Berliner Sport Club defeated their old rivals of Charlottenburg by a few seconds. The excitement was tremendous in the arena, which was packed.

If the enthusiasm becomes much greater before 1916, and this it is certainly bound to do, I am afraid the Stadium will not contain half the people who will wish to be present. As you said, it might suit Stockholm, but it would scarcely do for London or Berlin on a big day such as the Marathon.

I am glad to hear of English improvement in athletics this season, but our boys have a long way to go. They are all forging ahead on the Continent, and points will be hard to win. Keep in mind a Dutch youngster called Gryseels, of Amsterdam, who is likely to make a big name. The Berlin boys who saw him run at Antwerp, the other day, were greatly impressed by his run against C. W. Taylor.

Arrival.

Lieut. S. Mead, R.A., arrived by the s.s. Fooksang on the 16th instant, and is taken on the strength of the Command accordingly.

Rate of Dollar.

The official rate of the dollar for the month of August, 1914, for all payments fixed in sterling which have to be made at Hongkong and on the China Station, will be 1/10½d.

Excess Passengers.

At the Marine Court this morning, a Chinese was fined $5 for carrying excess passengers.

PUBLIC AUCTION.

G. R.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on Monday, the 27th day of July, 1914, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land at the Peak, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale	Registry No.	LOCALITY.	Boundary Measurements. Approximate N.	S.	E.	W.	Contents in Square feet.	Annual Rent.	Upset Price.
			feet	feet	feet	feet		$	$
1	Rural Building Lot No. 98	Near Rural Building Lot No. 94, Peak	120	130	150	18,000 feet about		150	3,750

CONSIGNEES

THE ROYAL MAIL STEAM PACKET COMPANY.

THE Steamship

"DEN OF RUTHVEN,"

From PACIFIC COAST and JAPAN.

The above Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature, and to take immediate delivery of cargo from alongside.

Cargo impeding discharge or remaining on board after 18th July, will be landed at Consignees' risk and expense and delivery must then be taken from the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd.

No Fire Insurance whatever will be effected.

No claim will be recognised after the Goods have left the steamer or Godowns, and all goods remaining undelivered on 24th July will be subject to rent.

All chafed and otherwise damaged cargo must be left on board or in Godown and examination of same will be held on 23rd July at 9.30 a.m.

All Claims must be presented on or before 28th July otherwise they will not be recognised.

JARDINE, MATHESON & CO., LTD.
Agents.
Hongkong, July 17th, 1914.

PACIFIC MAIL STEAMSHIP COMPANY.

FROM SAN FRANCISCO, JAPAN PORTS AND MANILA.

s.s. "KOREA"

The above mentioned vessel having arrived consignees of cargo are hereby notified to send in their bills of lading for countersignature and take immediate delivery of cargo from alongside. Cargo impeding discharge will be landed immediately at consignees, risk and expense.

Cargo remaining on board Saturday, July 18th, 1914, at 5 p.m. will be subject to landing charges and if undelivered Thursday July 23rd, 1914, at noon will be subject to both landing and storage charges.

No Fire Insurance whatever will be effected.

All chafed and otherwise damaged cargo will be examined at the above Company's godown July 23rd 1914, at 10 a.m.

No claim will be entertained unless accompanied by short delivery note or list of exceptions taken at the time of delivery to consignees and signed for and on behalf of the Pacific Mail S.S. Co.

All claims must be filed on or before August 16, 1914, otherwise they will not be recognized

R. C. MORTON,
Agent.
Hongkong, July 16th, 1914. [1133

Don't forget after the Show Supper, and Light Refreshments
ALEXANDRA CAFE.
Open Till Midnight

CONSIGNEES

FROM EUROPE.

THE H. A. L. Steamship

"SENEGAMBIA."

Captain M. Markoprang, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf & Godown Company, Limited, whence delivery may be obtained against Bills-of-Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given to-day.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 26th inst., will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 25th inst., at 9.30 a.m.

No Fire Insurance will be effected by us in any case whatever.

This steamer brings on cargo:—
" " " Stockholm " from Stockholm
ex s.s. "Barsac" from Bordeaux
ex s.s. "Jarl" from Goteborg
" " "Bjorn" from Drammen

HAMBURG-AMERIKA LINIE
Hongkong Office.
Hongkong, 20th July, 1914.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

The Steamship
"BENGLOE,"

From MIDDLESBRO, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd inst., will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 30th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd inst., at 11 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 16th July, 1914.

"INDRA LINE, LIMITED."

NOTICE TO CONSIGNEES.

From NEW YORK.

THE Steamship

"INVERCLYDE"

having arrived from the above port, Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 23rd July will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined on 23rd July at 9.30 a.m. Claims against the steamer must be presented within 10 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by:—
JARDINE, MATHESON & CO., LTD.
Agents.
Hongkong, 17th July, 1914.

TO SAIL

ORIENTAL-AFRICAN LINE

For Singapore, Mauritius and South African Ports.

THE Steamship

"SALAMIS,"

4509 tons, Captain D. A. Gardiner, will be despatched as above on Friday, 24th July, at noon.

For rates of Freight and Passage apply to:—
The Bank Line Ltd.
Managing Agent.

HOTEL LISTS.

Hongkong Hotel.

Abraham, E S	Lloyd G T
Alport C M	Lobel F
Austin T C	Macklntosh F A
Bate E R	Marriott, Dr O
Bell F Norton	Matheson, Miss M
Bell C D J	Matheson, Mrs R T.
Bellilos, Mrs E R	Macdonald J
Bena, G A	Mchino Dr
Beuck E	Mehta, B K
Bisseker F D	Mereski, J
Black W M	Meyer C E
Bradley J	Midd'eton G S
Brittan M O P	Milkowski N S
Cambridge A J	Moore Dr & Mrs W
Cardauer E Le	L B
Chilton W B	Moyer P J
Classen H	Musso
Clayton, W E	Newton D
Coleman Dr A L E F	Oothaus W
Corry, G P	Ogin Miss M S
Davies Mr & Mrs W J	Potten S
Douglas D S S	Powell G M
Driesen W	Pucher W
Drost S	Purvis A
Duckwood F F	Ramsay Mr & Mrs R A
Duffy Miss M E	Ray, E. H
Ehrenfels Mr & Mrs H C	Reay, Miss F
Fehr H	Rice E A
Granval A	Ricou Mr & Mrs C
Gibb J	Ross-Smith J
Grisogono P de	Rowell J P
Guermeur Mr & Mrs H	Seddon Mrs Sharpe J E
Hall Capt. T P	Smyth F
Handley Pegg H	Sorby V
Hanning-Lee Lt F C	Spear Capt H
Hannibal W A	Spicer Mr & Mrs F A
Harper G	Square Miss A
Harris W C	Swift Mr & Mrs G H
Haverbeck Mr and Mrs C	To Dr Herbert
Heimann P	Tozer E M
Hewett, Hon. Mr E A, C M G	Walker Capt H A
Hunter R	Warren E J T
Horton C E	White F W
Jordan A B	White Dr R A
Kingdon R C H	Winkler Mr and Mrs F
Kockx Capt & Mrs	Winster Dr L
Lambert E B	Wintraff H
Lambert Mrs W H	Wood G G
Lampman Mr and Mrs H A	Wright Mr & Mrs J F
Lanpton A	

Carlton Hotel.

Ballantine Mr and Mrs B A	Jardine A B
Barnes C	Lewis F S
Carwen W	Paul S
Charried A C	Pratt Mr & Mrs
Croft T	Riggs A
Crombie Lt Geo	Russell A
Dennis R	Silva Mr & Mrs
Eades W J	Sherbelis Mr & Mrs
Fulcher O W	Sutherland Mrs S
Garratt E F	Tall Mrs
Gledwell T A	Walker Mr and Mrs F
Gregory T M	Watling Mr & Mrs D O
Grandy A J	Whibley A R
Harmer A C	Williams A
Higginbotham C J	Wilson D C
Holloway H D	
Jackson Mr & Mrs W	

King Edward Hotel.

Almberg E	Laurisen Mr & Mrs C
Austin M J	Maltley C F
Budge W	Massey Miss
Brister J H	McIntosh A J
Cox F W	Miller Mrs F A
Foy	Murphy H
Grafhina O W	Passmore Capt and Mrs W C
Hall P C	Roberts H K
Haynor H O	Sibree Dr
Hovenlor H A	Soper C H
Jennings A H P	Thompson Mrs
Joseph J	Tseng J
Karsdorp D W	Walther Dr K
Kornatz W	Watson J R
Kraft Mr & Mrs W D	

Grand Hotel.

Allen	Odom
Baberg	Owen
Beck	Paulson
Bondewyns	Roggeveen
Camerion	Sanderson
Colman	Schuldt Mr & Mrs
Crew Mr & Mrs	Skimin
Esnault Melle	Scott
Jackson	Weissenborn
Jardine	Weitz
Langham Dr & Mrs	White
Laughlin	Wilken Mr & Mrs
Lehmann O	Winans
Lowe	Wolf
Mathieson	Wright S H
Meyer	Ybinaga
Mitchell	Zellvia
Nier	

Craigieburn.

Bennett H S	Hollingsworth Mr & Mrs A H
Bond W C	McCaig, J.
Brown C B	Robinson Geo A
Caldwell, Mr	Smith Mrs J Grant
Caldwell, Miss	Smith Mr & Mrs Iron Grant
Carpenter, Mr and Mrs	Smith Morton
Crew Miss	Turner G F
Dayle Mrs Madison	Wilson Mr and Mrs
Galbraith V	Wright A E
Harbord W F	

ENTERTAINMENTS.

"HALLO" WHAT IS THIS? WHY

BOXING! BOXING!!

At the CITY HALL, Hongkong, on SATURDAY, 1st August, 1914, at 9 p.m. Sharp.

15 ROUNDS Contest.
For the Heavyweight Championship of the Colony.

CORPL. SCOTT v. SKY KERRISON
R.E. (Heavyweight Champion of the Colony) — HONGKONG. (Welter & Middleweight Champion of the Colony)

10 ROUNDS CONTEST.
For the Lightweight Championship of the Colony.

Sapper Richards R.E. v. Private Olley D.C.L.I.

AND
Two Other Contests between Four well-known Men.

Booking as Usual at MOUTRIE & Co's.
F. E. HALL, Promoter.

VICTORIA THEATRE.

To-night 9.15 To-night

A Complete change of Programme

headed by

The Magnificent Film

"THE DICE OF LIFE"

IN THREE PARTS.

The Latest Gaumont Graphic

and

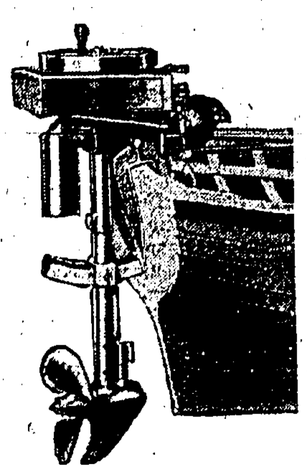
Some Exceedingly Comic Films.

BIJOU SCENIC THEATRE.

4 NIGHTS ONLY 4

Commencing Saturday 18th July.
the great fighting picture
"JOE JEANETTE"
versus
"GEORGES CARPENTIER"
"WIFFLES GOES TO THE DENTIST"
"Pathe's GERMAN & INTERNATIONAL Gazette"
LOOK OUT FOR
"ALBERT MORROW"—one of the World's best Magicians.

NOTICE.



EVINRUDE DETACHABLE MOTOR,

1½—2 H. P., 2—3 H. P., 3½—5 H. P., with battery—or magneto—ignition.

For particulars apply to
CARRELS, BOERNER & CO.,
Hongkong, King's Buildings, 3rd Floor.
Sole Agents for South China.

TO SAIL.

THE "INDRA" LINE LTD.

For Boston & New York.

(with liberty to call at the Malabar Coast)

THE Steamship

"INDRAKUALA."

Captain A. H. Smith, will be despatched as above on Monday. 27th July.

This steamer has excellent accommodation for a limited number of saloon passengers.

For Freight & passage, apply to
JARDINE, MATHESON & CO., LTD.,
Agents.

Telephone No 215, Sub. Ex. No. 9
Hongkong 3rd July, 1914.

TO SAIL

"GLEN LINE"

(McGREGOR, GOW & Co.) Ltd.

For Glasgow & Rotterdam
The s.s. "GLENSTRAE"
(Capt. McGillivray) will be despatched for the above ports on or about 27th July 1914.

Saloon fare Hongkong/Glasgow £40.

For freight or passage, apply to
SHEWAN TOMES & Co.
Agents.
Hongkong, 18th June, 1914.

THE AMERICAN & ORIENTAL LINE.

For Boston and New York via Suez Canal.
(With liberty to call at the Malabar Coast.)

THE Steamship

"ROYAL PRINCE."

Captain Coull, will be despatched as above on Wednesday, the 5th August.

This Steamer has excellent accommodation for a limited number of Saloon passengers.

For freight and passage apply
ARNHOLD KARBERG & Co.
General Agents.

Regular Steamship Service

Proposed Sailing from Hongkong For BOSTON & NEW YORK
s.s. "MUNCASTER CASTLE" on or about 20th July.

For Freight and further information apply to
DODWELL & CO., LTD.
Agents.
Honkgong, June 4th, 1914.

DOLLAR STEAMSHIP LINE.

Proposed sailings for SAN FRANCISCO & SAN PEDRO.
s.s. "BESSIE DOLLAR" on or about 20th July.

Connection made with Salt Lake Railway at San Pedro for OVERLAND points. For rates, space and further particulars apply to
THE ROBERT DOLLAR CO.,
V. M. SMITH,
Manager.
Tel. 792. 3, Queen's Building.

NOTICES

KELLY & WALSH, LIMITED.

NEW AND IMPORTANT BOOKS.

RAPHAEL (JOHN M.) "The Callaux Drama,"	$12.50
MEHERBAN NARAYANRAO BABASAHAB — "Chief of Ichalkaranji. " Impressions of British Life and Character on the Occasion of a European Tour—1913 :	7.00
WHELPLEY (JAMES DAVENPORT), "American Public Opinion."	5.50
LUBBOCK (BASIL), "The China Clippers." With Illustrations and Plans	$4.00
HOBSON (J. A.) "Work and Wealth." A Human Valuation	7.00
WITHERS (HARTLEY), "Poverty and Waste."	2.75
SCHREINER (OLIVE), "Woman and Labour."	1·60
CARTER (HUNTLY), "The Theatre of Max Reinhardt."	5.50
STRINDBERG (AUGUST), "Plays" Volume IV. Swanhite. Advent. The Storm. Translated by Edith and Warner Oland	$2.75
DUNCAN (GEORGE), "Golf for Women." Illustrated by Special Photographs	2.75
McANDREW (J), "Golfing Step by Step."	5.50
LEMMON (ROBERT S.), "Training the Dog." With 10 Illustrations.	1.60
MURPHY (M. O.), "Athletic Training	4.50
WEBSTER (F. A. M.), "The Evolution of the Olympic Games." 1829 B.C.—1914 A.D.	4.50
BRITISH RED-CROSS NOTE BOOK With Diagrams	.80
GREGORY (PADRIC), "Modern Anglo-Irish Verse." An Anthology of verse by some living Irish Writers	4.50

AMERICAN NEWS.

American Comment on the Polo Match.

The explanation that superior team work gave the polo cup to the Englishmen holds good as one reviews the events leading up to the international contest. Reports of the poor showing made in England by the men who had trained in Spain and the reorganization of the British team at the eleventh hour, were responsible for the confidence with which an American victory was expected. But in speaking of the English four as a patched-up team, people overlooked the important fact that the American team was also bound to be an experimental one. The more perfect a machine, like the Big Four of last year, the more jar to the machine one should have expected with the removal of one of its most essential members in the person of Mr. Whitney. What happened, then, was that an experimental English team met an experimental American team; and whereas the new member added to the English team at the last moment in the person of Captain Chesne happened to round out a perfect combination, the new member added to the American team did not fit in so well. When it is a question of experimental teams, the advantage is with England because the tradition of English sport is against long and arduous preparation, and individual players are consequently more ready to fit themselves into the needed place at the last moment; whereas our own tradition of long and systematic training renders a last-hour change in the make-up of a team a hazardous experiment.—*New York Evening Post.*

Astrology a "Superstition."

Washington, June 18.—Astrology is branded as a superstition by the Department of Agriculture in its current weekly news letter. Discussing the question of whether the planets affect the weather, the Department declared:

"The belief still to be found in all countries that the planets and the moon do affect the weather never had any scientific basis whatever; it is only a remnant of the many superstitions generated and fostered by that other greater superstition, astrology."

The Department's conclusion on the subject says:

"We have every reason to believe that neither the planets nor the moon can have any appreciable effect on the weather, because they furnish so little heat, upon which all weather changes ultimately depend, and this belief is fully supported by weather records."

Mississippi Steamboat Sunk.

St. Louis, June 20.—The river steamer Majestic, the largest excursion boat on the Mississippi River, struck the cribbing of a waterworks tower near here early this morning and sank ten minutes afterward. Of the thirty-three persons on board at the time of the accident, only three have not been accounted for, a watchman and two deck hands, and it is supposed they were drowned. The others escaped, either by swimming ashore, or in the steamer's lifeboats, or found safety on the upper deck, which remained above water. Only the crew and the boat's head were aboard.

The accident happened at 1:35 o'clock. The steamer an hour before had discharged 900 excursionists at Alton, Ill., and was headed down the stream for St. Louis, twenty-seven miles below.

The boat was owned by the Wisherd Line, of Quincy, Ill. It carried six lifeboats, and on these nineteen of the survivors escaped to the Missouri shore. Six officers remained on the upper deck, and were there when reporters and police officers arrived at the scene an hour after the accident.

There was a momentary panic on board as the vessel struck the cribbing, and the sleeping crew and bandsmen tumbled from their berths and rushed to the upper decks. The main deck caught fire, but the flames were put out as the vessel listed. The vessel then righted herself and sank to the bottom, only the upper deck and the smokestacks remaining visible as the crew pulled away in boats. Those who escaped to the Missouri shore built a bonfire around which they warmed themselves.

Attempted Lynching.

Shreveport, La., June 16.—First reports early to-day, that a mob of 4,000 had stormed the jail here in an attempt to lynch Frank Mathis, a negro, accused of killing Joseph Tuminelli, a peddler, who was shot to death on Sunday night at Bossier City, later were discredited when it was learned that that mob was leaderless and ceased its efforts to force the jail when the Sheriff and other officers appeared.

At one time an iron bar was used by members of the crowd in an effort to break through the window. Officers slipped the negro into the City Hall, and later placed him in an automobile and took him to the Bossier parish jail at Benton.

FAR EASTERN NAVAL SQUADRONS.

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Name	Class	Tons	Guns	I.H.P.	Commander	Reported at
Alacrity	Despatch-boat	1,700	12	2,000	Comdr, A. Coch rane	Cruising
Atlas	Admiralty tug		—	—	Master W. West	Hongkong
Bramble	Gunboat	710	2	900	Lt.-Com. V.R. Brandon	Hongkong
Britomart	Gunboat	710	2	900	Lt.-Com. Preston Thomas	Hongkong
Cadmus	British sloop	1,070	6	1,400	Capt. M. S. Fitzmaurice	Yangtsze
Cherub	Water tank and tug	390	—	300	Master H. Smith	Hongkong
Chelmer	T. B. Destroyr	560	—	7,550	Lt.-Com. H. T. England	Weihaiwei
Clio	British sloop	1,070	6	1,400	Comdr. Mackenzie, D.S.O.	Yangtsze
Colne	Torpedo-boat destroyer	560	4	7,500	Comdr. Seymour	Weihaiwei
Hampshire	1st class cruiser	10,850	10	20,500	Capt. H. W. Grant	Weihaiwei
Jed	Torpedo boat destroyer	—	—	—	Lt.-Com. G. A. Mullock	Weihaiwei
Kinsha	River gunboat	616	4	1,200	Lt.-Com. H. Marryatt	Yangtsze
Kennett	Torpedo-boat destroyer	—	—	—	Lt.-Com. F. A. H. Russell	Weihaiwei
Merlin	Surveying ship	1,040	—	—	Lt.-Com. C. J. B. Gibson	Labuan
Minotaur *	1st class cruiser	14,600	—	27,000	Capt. E. B. Kiddle	Weihaiwei
Mcorhen	River gunboat	180	2	800	Lt.-Com. Alan Dixon	West River
Newcastle	2nd class cruiser	4,800	12	22,000	Capt. Frederick A. Powlett	Weihaiwei
Nightingale	River gunboat	85	2	240	Lt.-Comdr. M. Murray	Yangtsze
Ribble	Torpedo-boat destroyer	590	—	7,500	R.W. Wilkinson	Weihaiwei
Robin	River gunboat	85	2	240	Lt.-Comdr. Nash	West River
Rosario	Depotship for Submarines	980	—	1,400	Lt.-Comdr. Cromie	Hongkong
Sandpiper	River gunboat	85	2	240	Lt.-Com. I. S. Hutton	West River
Snipe	River gunboat	85	2	240	Lt.-Com. Maurice Leslie	Yangtsze
Teal	River gunboat	180	2	800	Lt.-C. Hon. S. P. B. Russell	Yangtsze
Thistle	Gunboat	710	2	900	Lt.-C. G. F. L. Page	Weihaiwei
Triumph	Battleship	11,915	—	12,500	Act. Comdr. A. Susmann	Hongkong
Tamar	Receiving Ship.	—	—	—	Comdr. Anstruther, C.M.G.,	Hongkong
Uak	Torpedo-boat destroyer	590	—	7,500	Lt.-Comdr. Maxwell	Weihaiwei
Welland	Torpedo-boat destroyer	590	—	7,500	Lt.-Com. Poignard	Hongkong
Widgeon	Gunboat	195	2	800	Lt.-Comdr. J. C. Borrett	Yangtsze
Woodcock	Gunboat	150	2	500	Lt.-Com. M. B. Blackwood	Yangtsze
Woodlark	Gunboat	150	2	500	Lt.-Comdr. Lloyd	Yangtsze
	C. 36,	—	—	—	Lt. Pope	Hongkong
	C. 37,	—	—	—	Lt. McGillwie	Hongkong
	C. 38,	—	—	—	Lt. J. Gaimes	Hongkong
	T.B. 035,	—	—	—	Lt.-Com. Handley	West River
	T.B. 036,	—	—	—	Lt.-Com. T. Barton	Hongkong
	T.B. 037,	—	—	—	Lt.-Com. Nicol,	West River
	T.B. 038,	—	—	—	Lt.-Com. H. W. Seymour,	Hongkong

* Flagship of Vice-Admiral Jerram, K.C.B., C.V.O., C.M.G. Commander-in-Chief.

FOREIGN MEN-OF-WAR ON CHINA AND JAPAN STATION.

French.

Montcalm**	Armoured cruiser	11,000	—	20,000	Capt. Viaux	
Dupleix	Armoured cruiser	10,014	30	20,000	Capt. Davelny	Shanghai
Decidee	Gunboat	645	10	1,000	Lieut. Matha	
Argus	River gunboat	180	6	570	Lieut. de Madrille	Canton
Vigilante	Gunboat	123	7	500	Lieut. Lecadet	Canton
Peiho	Gunboat	130	—	—	Lieut. Collin	Tongku
Dondard de Lagree, Gunboat			—	—	Lieut. Millot	Tchong-king

** Flagship of Rear-Admiral Huguet, Commander-in-Chief, the French China Station

Styx *	Armoured gunboat	1,798	10	1,700	Lieut. Martel	Saigon
Fronde	Destroyer	350	7	303	Lieut. Theroine	Saigon
d'Iberville	Destroyer	—	—	—	Capt. de Frigate Audemar	Shanghai
Pistolet	Destroyer	130	7	300	Comdr. Castagne	Saigon
Mousquet	Destroyer	307	6	300	———	Saigon
Manche	Surveying-ship	1,625	10	9,000	Com.	Saigon

* Flagship of Commodore Paris de Boisrouvray, Commanding the local defence Indo-China.

GERMAN.

Emden	Cruiser	3,600	22	13,500	Capt. v. Muller	Tsingtau
Gneisenau	Armoured cruiser	11,600	36	26,000	Captain Bruninghaus	Tsingtau
Iltis	Gunboat	900	12	1,300	Comdr. Sachsse	Canton
Jaguar	Gunboat	900	12	1,300	Comdr. Luring	Shanghai
Leipzig	Cruiser	3,250	24	11,000	Capt. Haun	Tsingtau
Luchs	Gunboat	900	10	1,350	Comdr. Thierichen	Hankow
Nurnburg	Cruiser	3,400	22	13,200	Capt. v. Schonberg	Tsingtau
Otter	River gunboat	—	—	—	Capt. Lieut. Firle	Yangtsze
Scharnhorst	Flagship	11,600	36	26,000	Capt. F. Schaltz	Tsingtau
S. 90	Torpedo-boat	400	8	6,500	Capt. Lt. Brunner	Tsingtau
Tiger	Gunboat	900	10	1,350	Comdr. Bocker	Tsingtau
Tsingtau	River gunboat	223	4	1,300	Capt. Lt. v. Moller	Canton
Vaterland	River gunboat	223	4	500	Oblt. z. S. Dressler	Yangtse

Portuguese.

Adamastor	Cruiser	1,757	—	—	Capt. Annibal de S. Dias	Hongkong
Macao	Gunboat	—	—	—	Capt. Martins	Macao
Patria	Gunboat	700	—	—	Capt. Luiz A. de Magalhaes Correa M	

UNITED STATES VESSELS.

A-2	Submarine		—	—	Ensign G. Bradford	Cavite
A-4	,,		—	—	Ensign J. R. Mann	,,
A-6	,,		—	—	Ensign H. L. Rahel Daffer	,,
A-7	,,		—	—	Ensign R. L. Wood	,,
Albany	Protected cruiser	3,430	10	7,500	Commander M. L. Bristol	Cruising
Bainbridge	Torpedo-boat des.	420	7	8,000	Lieut. R. A. Spruance	Cavite
Barry	Torpedo-boat des.	420	7	8,000	Lieut. C. S. Keller	,,
Callao	Gunboat	243	8	250	Lieut. S. M. La Bounty	Canton
Chauncey	Torpedo-boat destroyer	420	7	8,000	Lt. J. C. Gennings	Cavite
Cincinnati	Protected cruiser	3,183	11	10,000	Com. J. V. Chase	Cruising
Dale	Torpedo-boat destroyer	420	7	8,000	Lt. V. K. Colman	Cavite
Decatur	Torpedo-boat destroyer	420	7	8,000	Lt. E Durr	,,
Elcano	Gunboat	620	4	600	Lt. Com. V. S. Gannon	Shanghai
Helena	Gunboat	1,392	8	1,988	Com. G. R. Marvell	Shanghai
Mohican	Station ship	1,900	6	1,100	Lieut. V. R. Lowe	Cavite
Monadnock	Monitor	3,990	6	3,000	Lt. Y. Borschach	Olongap
Monterey	Monitor	4,084	4	5,277	,,	,,
Pampanga	Gunboat	243	8	—	Ensign P. J. Peyton	Cav Canton
Piscataqua	Sea going-tug	854	2	1,600		
Pompey	Repair ship	3,085	—	—		
Samar	River boat	—	—	—	Lt.-Com. C. W. Coles	Canton
Wilmington	Cruiser	—	—	—	Com. H. H. Hough	Hongkong
Saratoga	Flagship	—	—	—	J. H. Duyton	Shanghai
Galveston	Cruiser	—	—	—	Com. R. H. Leigh	,,

MARKET PRICES.

Hongkong July 6, 1914.

BUTCHER MEAT.

肉食

		Cts.	
Beef Sirloin & Prime Cut,—Mei Lung Pa	lb.	12	尾龍扒
,, Corned,—Ham Ngau Yuk	,,	20	鹹牛肉
,, Roast,—Shiu ,,	,,	22	牛肉
,, Breast,—Ngau Lam ,,	,,	18	腩牛
,, Soup,—Tong Yuk ,,	,,	18	
,, Steak,—Ngau Yuk Pa	,,	22	牛肉扒
,, do. —SirloinNgan Lau	,,	35	牛柳
,, Sausages,—Ngau Chaung	,,	20	牛腸
Bullock's Brains— ,, Know	per set	12	牛腦
,, Tongue fresh,—NgaLi	each	60	牛利
,, ,, cor_ed,—Ham Ngan Li	,,	0	鹹牛利
,, Head,—Ngau Tau		$1.20	牛
,, Heart,—Ngau Sum	,,	14	牛心
,, Hump, Salt,—Ngau Kin	,,	24	牛肺
,, Feet,—Ngau Kaski	,,	8	牛腳
,, Kidneys,—Ngau Yiu	,,	12	牛腰
,, Tail,—Ngau Moi	,,	12	牛尾
,, Liver,—Ngau Kon	lb.	22	牛肝
,, Tripe (undressed),—Ngau To	,,	7	牛仔
Calves' Head & Feet,—Ngau-chai-tau-kark	set	$1	牛羊排骨
Mutton Chop,—Yeung Pai Kwat	lb.	25	羊手
,, Leg,—Yeung Pei	,,	25	羊比
,, Shoulder,—Yeung Shau	,,	24	
Pigs Chitlings,—Chu Chong	,,	27	豬腸
,, Brains,—Chu Know	per set	2	
,, Feet,—Chu Kark	lb.	12	豬
,, Fry,—Chu Chak	,,	3	
,, Head,—Chu Tau	,,	17	豬油
,, Heart,—Chu Sum	each	10	豬
,, Kidneys,—Chu Yiu	pair	8	豬
,, Liver,—Chu Con	lb	24	豬肝
Pork, Chop,—Chu Pai Kwat	,,	23	豬腩骨
,, Corned,—Ham Chu Yuk	,,	—	
,, Leg,—Chu Pe	,,	27	肉頭
,, Fat or Lard,—Chu Yau	,,	—	心腰油
Sheep Head and Feet,—Yeung Tau Kark	set	65	
,, Heart,—Yeung Sum	each	7	肝仔
,, Kidneys,—Yeung Yiu	,,	10	
,, Liver,—Yeung Con	lb.	25	
Sucking Pigs, To Order—Chu Cha	,,	22	
Suet, Beef—Sang Ngau Yau	,,	18	生牛
,, Mutton,—Sang Yeung Yau	,,	24	生
Veal,—Ngau Chai Yuk	,,	19	牛仔肉
,, Sausages,—Ngau Chai Chaung	,,	20	牛仔腸

POULTRY.

生口

		Ctr.	
Chicken,— Kai Chai	lb	32	口仔雞
Capons, Large, Small,—Sin Kai	,,	32	生雞
Ducks,—Ap	,,	20	
Doves,—Pau Kau	each	—	雨鴿
Eggs. Hen—Kai Tan	per doz	20	蛋雞
Fowls, Canton,—Kai	lb	35	雞
,, Hainan,—Hoi Nam Kai	,,	30	海南
Geese,—Ngo	,,	22	鵝
Geese, Wild S'hai,—Shang-ho Yea Ngo		—	上黃雞鵝
Musk Deer,—Wong Keng	each	—	野麂
Hare, Shanghai,—Tu Chai	,,	—	兔
Partridge,—Che Khoo	,,	—	鷓鴣
Pheasant,—Shan Kai	pair	$ —	雉白
Pigeons, Canton,—Pak Kup	each	33	鴿鴿
,, Hoihow,—Hoi How Pak Kup,	,,	25	口日三海
Quail,—Um-Chun	,,	—	鶉鵪
Rice Birds,—Wo Fa Cheuk	dozen	—	禾花雀
Snipe,—Sa-Choy	each	—	鷸公鈎
Turkeys, Cock—Phor Kai Kung	lb.	60	火雞
,, Hen, ,, ,, Na	,,	45	火
Wild Ducks, S'hai—Shang hoi Sui Ap		,,$ —	上海水鴨
,, —Sui Ap Chai,	,,	—	水鴨仔
Wild Ducks Canton—Sang-Shing Sui Ap		,,$ —	城水鴨

FISH.

海鮮

		Cts.	
Barbel,—Ka Yu	lb	20	斜魚
Bream,—Bin Yu	,,	18	扁魚
Canton Fresh Water Fish,—Hoi Sin Yu	,,	18	鮮魚
Carp,—Li Yu	,,	20	鯉魚
Catfish,—Chik Yu	,,	10	赤魚
Codfish,—Mun Yu	,,	15	鱈魚
Crabs,—Hai	,,	24	公花見
Cuttle Fish,—Muk Yu	,,	16	魚
Dab,—Sa Mang Yu	,,	14	蝲
Dace,—Wong Mei Lun	,,	10	沙
Dog Fish—Tit Tu Sa	,,	10	貢魚
Eels, Conger,—Hoi Mann	,,	13	鱔魚
,, Fresh water,—Tam Sin Yu	,,	16	鰻魚
Eels, Yellow,—Wong Sin	,,	30	海鱔
Frogs,—Tien Kai	,,	28	青大
Garoupa,—Sek Pan	,,	45	貢魚
Gudgeon,—Pak Kup Yu	,,	15	石魚
Herrings,—Tso Pak	,,	20	白魚
Halibut,—Cheung Kwan Kup	,,	23	班魚
Labrus,—Wong Fa Yu	,,	20	鯧魚
Loach,—Wu Yu	,,	24	鯉魚
Lobsters,—Lung Ha	,,	30	生龍蝦
Mackerel,—Chi Yu	,,	26	魚
Monk Fish,—Mong Yu	,,	25	魚黃
Mullet,—Chai Yu	,,	2	白
Oysters,—Sang Hoo	,,	20	蠔
Parrotfish,—Kai Kung Yu	,,	10	班魚
Perch,—Tau Loo	,,	16	鱸魚
Piko,—Fa Paw Poong	,,	10	花鯧
Plaice,—Pan Yu	,,	20	魚
Pomfret, Black,—Hak Chong	,,	32	黑
Pomfret, White,—Pak Chong	,,	48	白鯧魚
Prawns,—Ming Ha	,,	48	蝦
Ray—Pai Pa Sa	,,	10	魚
Rock Fish,—Sek Ka Kung	,,	15	
Roach—Chun Yu	,,	12	
Shatin—Maukeau Y	lb	35	魚
Salmon—PS	,,	10	
SaoYark— Yu	,,	12	
Shrimps,—Ha	,,	28	蝦
Snapper,—Lap Yu	,,	32	
Soles,—Tat Sa Yu	,,	28	
Tench,—Wan Yu	,,	18	
Turbot,—Cho How Yu	,,	20	
Turtles, small, fresh water,—Kork Yu	,,	60	龜魚
White Bait,—Ngau Yu Chai	,,	—	魚仔

FRUITS.

菓子

		Cts.	
Almonds,—Hung Yan	lb.	30	杏仁
Apples (California)—Kam San Ping Kho	,,	25	金生平果
,, (Chefoo)—Tin Chun Ping Kho	,,	—	天津平果
,, Small,—Hoi Tong	,,	—	蜜糖
,, Custard,—Fan Lai Chi	each	—	番枝
Bananas, fragrant, Canton,—San Shing Heung Chiu	lb.	4	城香蕉
,, (brides), Macao,—San Heung Chiu	,,		山香蕉
Chestnuts, Chinese,—Foong Lut	,,	—	風栗
Carambola,—Yeung Tue	,,	—	楊桃
Cocoanuts,—Yeh Tse	each	12	椰子
Lemons, China,—Ning Moong	lb	8	金寧檬
,, America,—Kum San Ning Moon	,,	8	山檸檬
Lichees Dried,—Lai Chi, small Stone	,,	60	荔枝乾
,, Fresh,	,,	—	
Limes, (Saigon)—Sai Kung Ning Moong	each	10	西貢
Mango, Manila,—Lui Sung Mong	,,	8	呂宋芒
Mangosteens,—San Chuk Tse	doz	25	山竹子
Oranges, (Canton)—San-shing Tim Ching	lb	15	甜橙
,, Sweet	,,	—	橙
Pears, (American), —m San Shoot Lay	,,	—	金雪梨
,, (Canton), Cookin —Sa Lay	,,	20	沙梨
Peanuts,—Fa Sang	,,	10	花生
Persimmons Large,—Hung Chie	,,	—	紅
Pine-apples, 1st quality,—Poon Ti Paw Law	each	12	本地菠蘿
,, 2nd ,, —Chung-tang Paw Law	,,	10	中菠蘿
Plantain,—Tai Cheu	lb	3	大蕉
Plums,—Swatow, Hung Lai	,,	8	紅西梅
Pumelo, Siam,—Chim Lo Yau	each	6	暹羅柚
,, Shanghai,—Lo Kwat	,,	—	上海羅甲
Walnuts,—Hop Tuo	lb	15	合桃
,, Green,—Sang Hop Tuo	,,	—	合桃
Water Melon,—(Am.) Kom San Sai Kwa	each	14	山瓜
,, (China) Sai Kwa	,,	—	西瓜
Grapes,—Sang Po Tai Tse	lb	—	生葡萄子

VEGETABLES, &c.

菜蔬

		Cts.	
Artichokes, Shanghai,—Sheung-hoi Ah Chi Cheuk	lb	6	上海竹
Beans, (French), Macao,—Oh Moon Pin Tau	,,	15	澳門邊豆
,, (French) Shanghai,—Sheung Hai Pin Tau	,,	—	海邊豆
,, Sprout,—Ah Cho	,,	8	豆芽
,, Long,—Tau Ko	,,	—	豆
Beet Root,—Hung Choi Tau	each	6	紅甜菜
Brinjals, Green,—Ching Yuan	,,	8	青茄
,, Red,—Hung Ker	,,	10	紅茄
Cabbage, Chinese, com,—Kai Choy	,,	10	芥菜
Cabbage Red,—Hung Yea Choy	,,	—	紅洋菜
Cabbage, Shanghai,—Yeh Choi	,,	12	菜
Cane Shoots, bunch,—Kau Shun	lb.	8	金筍
Cauliflower, Large size,—Tai Yeh Cho Fa	each	—	大洋菜花
,, Medium size,—Cheung Yeh Cho Fa	,,	—	中洋菜花
,, Small size,—Sai Yen Choi Fa	,,	—	細洋菜花
Carrots,—Kam Shum	lb.	6	金筍
Celery, Chinese,—Tong Kan Choi	,,	8	唐芹菜
,, English,—Yeung Kan Choi	,,	—	洋芹菜
Chillies Dried,—Gon Lat Chiu	,,	30	乾辣椒
,, Red,—Hung Far Chiu	,,	20	紅花椒
,, Green,—Ching Lat Chiu	,,	15	青辣
Curry Stuff, English,—Kar Lee Chu Liu	,,	10	咖哩
Cucumbers,—Ching Kwa	,,	2	青瓜
Bitter Squash,—Fu Kwa	,,	8	苦瓜
Garlic,—Que Tau	,,	—	蒜頭
Ginger, young,—Sun Tse Keung	,,	—	新子薑
,, old.—Lo Keung	,,	0	老薑
Horse Radish, Shanghai,—Lik Kan	,,	10	力根
Indian Corn,—Suk Mai	each	15	山米
Lettuce,—Yeung Sang Choi	,,	5	洋生
Water Chesnuts,—Ma Tai	lb.	—	馬蹄
,, Mandarin,—Kwai Lum Ma Tai	,,		桂林馬蹄
Mushrooms, Fresh,—Sang Cho Koo	,,	30	生草菇
Mush Melon, Amer.—Kam-san Hong Kwa	each	6	山
Okroes	lb	10	
Onions Bombay,—Yeung Chong Tau	,,	6	洋蔥頭
,, Green,—Sang Chong	,,	6	生蔥頭
,, Shanghai,—Shang-hoi Chong Tau	,,		上海蔥頭
Papaya, 1st qual.,—Tai Man Sau Kua	each	66	大萬壽果
,, 2nd Chung ,,	,,	—	中萬壽
Parsley,—Kun Cho	,,	8	青芹
Green Peas,—Ching Tau	lb.	—	豆
Potatoes, Sweet,—Fan Shu	,,	3	甘薯仔
,, Shanghai,—Shang-hoi Shu Tsa	,,		上海薯
,, Japan,—Yut Poon Shu Tsa	,,	—	日本仔
,, American,—Fa Ki Shu Tsa	,,	10	北美薯仔
,, Foochow,—Foo-chow Shu Tsai	,,	—	福州
Pumpkin,—Tong Kwa	,,	3	冬瓜
Radish,—Hung Lo Pak Tsai	,,	8	紅蘿白
Rhubarb (Fresh),—Tai Wong	,,	8	大黃
Sage,—Tse So	,,	4	鼠鬚
Shallots,—Gon Chung Tau	,,	5	干
Spinach,—Yin Choi	,,	10	
Tomatoes,—Fan Ker	,,	—	茄
Taros,—Wu Tau	,,	8	
Turnips Punti, (Long),—Lo Pak	,,	5	菜
,, English,—Yeung Lo Pak	,,	8	洋蘿蔔
Vegetable Marrow,—Chit K	,,	5	節瓜
,, (American),—K an	,,	5	黑
Water Cress,—Sai Yeung ho	,,	0	西洋菜
,, Lily root,—Lin Ngau	,,	1	蓮藕
Yams,—Ta Shu	,,	6	大薯

The prices necessarily vary from day to day, and the Board has no power to compel stallholders to sell at the prices quoted.

H. W HAMILTON.
Secretary, Sanitary Board.

Commercial.

Mining in Negri Sembilan in 1913.

Mr. Satow was Acting Assistant Warden until March, when Mr. Hughes returned from leave. Mr. Hughes went into hospital in May and was placed on pension from 1st November, and from June to the end of the year Mr. A. R. Mynott was in charge of the department. The revenue from all sources relating to mining was $463,140 as compared with $437,656 in 1912. To this amount tin duty contributed $418,916 and mining rents $23,145. The labour force employed in mining in this State showed a small decrease from 10,240 in 1912 to 10,059 in 1913, but there was an increase in the holders of dulang passes who are not included in the above figures from 202 to 361. Of the 10,059, all but 77 Malays and seven Indians were Chinese, 5,725 of whom worked on tribute. The number of individual licences was 921 compared with 1,096 in 1912. The horse-power of plant employed was only 750.

Principal Mines.

The only open-cast workings of any importance were at Geboh, Chukong, Rahang, Rasah and near Kuala Sawah. The chief underground workings were at Rahang, Lenggeng and Lukut. The Seremban Tin Mining Company obtained 1,047 piculs of tin-ore and 153 piculs of wolfram by hydraulicing under natural head; and Kenaboi, Limited, employing two elevators, 2,700 piculs of tin-ore and 77 ounces of gold. The Titi Tin Company opened up abandoned lode workings, and from surface lode mining and shafting on tribute obtained 8,001 piculs of ore which was sent to Perak and Selangor to be separated, yielding about 15 per cent. of wolfram. This company also obtained 946 piculs by hydraulicing and employed a large number of tributers on shafting. The Societe des Etains de Kinta carried on prospecting work over 420 acres at Lukut with a view to bucket dredging operations, but did not in the end take up any land there. A syndicate was formed to work a new area at the 5th mile on the road to Jelebu, adjoining the Bukit Terip forest reserve, which is said to promise well, but had not commenced operations at the end of the year. No work was done on the Setul Hydraulic Mining Company's property.

Wolfram.

The export of wolfram is recorded as 574 piculs. None was returned as exported in 1912. In addition, 1,622 piculs of wolfram were produced from ore won in Negri Sembilan and sent to Ipoh and Kuala Lumpur for treatment.

Gold.

The export is returned at 50 ounces as against 92 ounces in 1912. All of it came from Kenaboi. Gold used to be won at several places in the State, notably Chindras and Batu Bersawah, both of which mines were abandoned chiefly on account of the high cost of transport, and with improved means of communication may perhaps be made to pay in future.

Mineral Ores Enactment.

The revenue derived from fees under this Enactment was $2,309, and the numbers of ore-buyers' licences and sub-licences were 23 and 18, respectively. In 1912 they were 25 and 12.

Accidents.

The number of deaths due to accidents in connection with mining operations was 12, death being due in four cases to foul air in underground workings.

B. A. T. Co. to Close Chemulpo Factory.

The closing of its manufacturing plant at Chemulpo, Korea, and the cessation of the manufacture of native tobacco products is announced by the British-American Tobacco Company. It is the plan of the company, according to information obtained yesterday, to also curtail the selling force and to continue in Korea only the sale of cigarettes and tobacco products of the United Kingdom and America. The reason for this action is the recent burdensome and complex tobacco tax in Korea, which, for various reasons, will make business there unprofitable for the company. Amongst the provisions of the recent tobacco tax laws is one providing that each packet of cigarettes must be stamped, showing that the company has paid the 10 per cent. consumption tax and have another stamp giving the price at which the packet must be sold. The new law will permit the Government, which is also in the tobacco business in Korea behind the To-a Tobacco Company, to constantly interfere in the business of other tobacco companies and to make adjustments generally which will favour the evident programme that the Government has of getting a monopoly of the business for itself. The following from a Japanese exchange is of interest in the same connection:—Since the Tobacco Tax Regulations were issued and the British-American Tobacco Company quit this field, the To-a Tobacco Company, which enjoys some privileges from the Government-General, is concentrating its energies, it appears, in suppressing other companies. Thus the company is selling its articles at unreasonably low prices, but the Government-General does not attempt to interfere with it, despite the characteristic of the authorities of the Government-General to interfere with everything. It appears that, after the individual concerns are all bankrupted through their competition with the To-a Tobacco Company, the Government intends to adopt a monopoly system, as in Japan proper. The Kwoko firm, the Korea Tobacco Company and some other big individual dealers are fighting with the To-a Tobacco, but the inevitable fate of dealers with small capital must be bankruptcy. Much complaint is being heard against the policy of the Government-General, which, after causing the British-American Tobacco company to quit Korea, by giving a considerable amount of compensation, is attempting a wholesale oppression of individual tobacco dealers in the peninsula.

Silver Business in London More Active.

London, June 25,—Messrs. Samuel Montagu and Co.'s circular contains the following:—Over a million sterling arrived in the form of bar gold, for which there was no external demand of consequence, except for India. This week's shipment to that country is £100,000. The only withdrawal consisted of £25,000 in sovereigns for Gibraltar on the 18th instant, making the net influx during the week £1,215,000. During the week, gold to the value of £2,650,000 has been engaged in New York for shipment to Paris, and £70,000 for London. Both the Rhodesian and West African outputs for the month of May last show an improvement, when compared with those for the similar month of 1913; the former being £200,062, as against £242,452, and the latter £145,227, as against £142,617. Business in silver as a whole has been rather more active, though still very dull, and prices have altered daily, but no material improvement has taken place in the tone, which can hardly be described as robust. The extreme narrowness of the market on certain days caused fluctuations in price to assume wider limits than would have been recorded had the volume of business been of normal size. Twice during the week, prices moved 3-16d, in a day; in one case down, namely, from 25.7/8d. to 25 11-16d. on the 19th instant, and in the other case up, from 25 13-16d, to 26d, on the 22nd instant. Each of these erratic movements was owing to the same cause, namely, a holiday in Bombay, that had the effect of restricting operations, and, at the same time, of depriving the market of the steadying influence which would probably have been afforded by limits cabled from the Indian Bazaars, had they not been closed. The broadening of the market on other days was attributable to selling orders on account of China, rather than to any material increase in sales from America, or any other producing country. An Indian Currency Statement cabled on the 24th instant shows an increase of 60 lakhs in the Note Issue, an increase of 70 lakhs in the total of silver Rupees, and a decrease of 20 lakhs under the denomination of gold in India. The stock in Bombay is £720,000, as compared with £795,000 last week. The offtake is slightly better at 95 bars a day.

PUBLIC COMPANIES

NOTICE.

THE HONGKONG LAND INVESTMENT & AGENCY Company, Limited.

An Interim Dividend of Three and half Dollars per share for the six months ending 30th June, 1914 will be payable on Tuesday 28th July on which date Dividend Warrants may be obtained on application at the Company's office.

The Transfer Books of the Company will be closed from Tuesday the 21st July to Tuesday the 28th. July (both days inclusive) during which period no transfer of shares can be registered.

By order of the Board of Directors.

A. SHELTON HOOPER, Secretary.

Hongkong 14th July, 1914.

NOTICE.

THE WEST POINT BUILDING Company, Limited.

An Interim Dividend of Two Dollars per share for the six months ending 30th June, 1914 will be payable on Tuesday 28th July on which date Dividend Warrants may be obtained on application at the Company's office.

The Transfer Books of the Company will be closed from Tuesday the 21st July to Tuesday the 28th July (both days inclusive) during which period no transfer of shares can be registered.

By order of the Board of Directors.

A. SHELTON HOOPER. Secretary to the HONGKONG LAND INVESTMENT & AGENCY Company, Limited. General Agents for the WEST POINT BUILDING Company, Limited.

Hongkong, 14th July, 1914.

NOTICES.

EUCHARISTIC CONGRESS.

A Reception will be held in the Compound of the Roman Catholic Cathedral by His Lordship Bishop Pozzoni on Friday, the 24th instant, at 9 p.m., at which addresses in connection with the above Congress will be delivered.

All Catholics and their friends are cordially invited.

Hongkong, 20th July, 1914.

NOTICE.

THE HONGKONG CENTRAL ESTATE LD.

NOTICE is hereby given that the Statutory Meeting of Shareholders of this Company will be held at the Offices of the General Managers at NOON on MONDAY 27th inst., instead of as previously notified.

By Order, A. SHELTON HOOPER, Secretary to The Hongkong Land Investment & Agency Company, Ld. General Managers.

Hongkong, 6th July, 1914.

BAZAAR IN AID OF FLOOD RELIEF FUND.

THE Committee solicit the aid of the Public, and will be pleased to receive gifts of articles of any description for the above.

LAU CHU PAK, Chairman.

25 Des Vœux Road Central. (2nd floor.)

NOTICE.

THE Undersigned will not be responsible for any DEBTS contracted by his wife, AMELIA AUGUSTA, from this date and henceforth.

EGAS L. S. ALVES,

27, Mosque Terrace, Hongkong, 16th July, 1914.

MAN LOONG.

FIRST-CLASS PRESERVES, GINGER AND SOY MANUFACTURERS.

Factory at Yaumati

OFFICE: No. 36, Des Vœux Road, W. Telephone No. 177 & K. 12.

WE are the leading Manufacturers in this class of Goods. Our Fruit & Gingers are all fresh and of the first pick Our Syrup is prepared from the best quality of Sugar. We give our special attention to our business and sanitary arrangements.

BANKS

INTERNATIONAL BANKING CORPORATION.

Head Office:—60, Wall Street, New York
London Office:—54, Bishopsgate, E.C

BRANCHES:—

Bombay	Kobe
Calcutta	Manila
Canton	Mexico
Cebu	Panama
Colon	Peking
Empire	San Francisco
Hongkong	Shanghai
Hankow	Yokohama

Capital and Surplus..... Gold $7,500,000 equal.....£1,560,000

EVERY DESCRIPTION OF BANKING BUSINESS transacted.
CURRENT ACCOUNTS opened on the usual terms.
DEPOSITS RECEIVED, fixed for one year at 4% per annum, or for shorter periods, at rates, which may be ascertained on application.
BILLS NEGOTIATED and COLLECTED.
MAIL and TELEGRAPHIC REMITTANCES made.
LETTERS OF CREDIT and DRAFTS granted on all the principal cities in the World.
THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the World.
COMMERCIAL LETTERS OF CREDIT issued.
PURCHASE and SALE of Stocks an Shares effected.
TRAVELLERS CHECKS sold and cashed.

GEORGE HOGG, Manager.

Queen's Road, Hongkong

Hongkong, 1st Nov. 1912

THE YOKOHAMA SPECIE BANK LIMITED.

Established 1880.
Authorised Capital Yen 48,000,000
Paid-up Capital ... „ 30,000,000
Reserve Fund ..... „ 18,900,000

Head Office.—YOKOHAMA.

Branches	Agencies at
Antung-Hsien	Nagasaki
Bombay	Newchwang
Calcutta	New York
Changchun	Osaka
Dairen	Pekin
Fengtien	Ryoizan (Port Arthur)
Harbin	San Francisco
Hankow	Shanghai
Honolulu	Tiehling
Kobe	Tientsin
Lino-Yang	Tokyo
London	Los Angeles
Lyons	Tsingtau
Tsingtau	

Interest Allowed on Current Account. Deposits received for fixed periods at rates to be ained on application.

EISHIONO, Manager.

Hongkong, 6th April, 1913. [18

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

Incorporated by Royal Charter 1853.

HEAD OFFICE.—LONDON.
Paid-up Capital £1,200,000
Reserve Fund... .....£1,800,000
Reserve Liability of Proprietors £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

Wm. DICKSON. Manager.

Hongkong, 11th April, 1912. [2

NOTICES

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.

(Capital Paid up...$1,250,000.)

Loans on Mortgage of House Property, &c.
Goods received on Storage.
Advances made on Merchandise.
Loans made on the Provident System.
(Rates and Particulars on application).

The Office of TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c., Undertaken and Executed.

SHEWAN, TOMES & Co. General Managers.

Hongkong, 19th March, 1908 3

PEAK TRAMWAYS CO. LIMITED

TIME TABLE.

WEEK DAYS.

7.00 A.M. to	8.00 A.M.	Every 15 Min.
8.00 A.M. to	10.00 A.M.	„ 10 Min.
10.00 A.M. to	11.00 A.M.	„ 15 Min.
11.30 A.M. to	12.45 P.M.	„ 15 Min.
12.45 P.M. to	2.15 P.M.	„ 10 Min.
2.15 P.M. to	2.45 P.M.	„ 15 Min.
2.45 P.M. to	5.15 P.M.	„ 10 Min.
5.15 P.M. to	5.00 P.M.	„ 15 Min.
5.00 P.M. to	8.10 P.M.	„ 10 Min.

NIGHT CARS.

8.30 P.M. and 9 P.M. 9.30 P.M. to 11.00 P.M. every half hour.
11.00 P.M. to 12.45 P.M. every quarter of an hour.

SUNDAYS

7.45 A.M. to	10.30 A.M.	Every 15 Min.
10.30 A.M. to	12.00 A.M.	„ 10 Min.
12.30 A.M. to	12.00 Noon	„ 15 Min.
12.00 Noon to	2.00 P.M.	„ 10 Min.
2.00 P.M. to	5.00 P.M.	„ 15 Min.
5.00 P.M. to	6.00 P.M.	„ 10 Min.
6.00 P.M. to	7.00 P.M.	„ 15 Min.
7.00 P.M. to	8.10 P.M.	„ 10 Min.

NIGHT CARS as on Week Days.

SATURDAYS
Extra Car at 12 midnight.
SPECIAL CARS
By Arrangement at the Company's Office, Alexandra Buildings, Des Vœux Road.

HARTIN'S APIOL & STEEL PILLS for Ladies

A French Remedy for all Irregularities. Thousands of Ladies always keep a box of Martins Pills in the house, so that on the first sign of any Irregularity of the System a timely dose may be administered. Those who use them recommend them, hence their enormous sale. All Chemists and Stores sell them throughout the World, or post free 6/- MARTIN, Chemist, Southampton, Eng.

HARTIN'S APIOL & STEEL PILLS

BANKS

HONGKONG & SHANGHAI BANKING CORPORATION.

Paid-up Capital $15,000,000
RESERVE FUNDS:
Sterling £1,500,000 at 2/- $15,000,000
Silver ...$17,650,000
$32,650,000
Reserve Liability of Proprietors $15,000,000

COURT OF DIRECTORS.

Hon. Mr. D. Landale.—Chairman.
W. L. Pattenden, Esq.— Deputy Chairman.
S. H. Dodwell, Esq.
G. T. M. Edkins, Esq.
C. S. Gubbay, Esq.
P. H. Holyoak, Esq.
C. Landgraf, Esq.
F. Lieb, Esq.
J. A. Plummer, Esq.
Hon. Mr. E. Shellim.
H. A. Siebs, Esq.
Ad. Widmann, Esq.

CHIEF MANAGER: Hongkong—N. J. Stabb

ACTING MANAGER. Shanghai—J. D. Smart.

London Bankers—London County and Westminster Limited.

Hongkong—Interest Allowed:
On Current Account at the rate of 2 per cent. per annum on the daily balance.
ON FIXED DEPOSITS.
For 3 months, 2½ per cent. per annum.
For 6 months, 3½ per cent. pe. annum.
For 12 months, 4 per cent. per annum.

A. G. STEPHEN, Acting Chief Manager.

HONGKONG SAVINGS BANK

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION Rules may be obtained on application.

INTEREST on deposits is allowed on the minimum monthly balances at $3½ per cent. per annum.

Depositors may transfer at their option balances of $100 or more to the Hongkong and Shanghai Bank to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the Hongkong and Shanghai Banking Corporation, A. G. STEPHEN, Acting Chief Manager.

DEUTSCH ASIATISCHE BANK.

Capital Fully Paid-up ...Sh. Taels 7,500,000
Head Office.—Shanghai.
Board of Directors—Berlin.
Branches:
Berlin Calcutta Canton
Hamburg Hankow Kobe
Peking Singapore Tientsin
Tsinanfu Tsingtau Yokohama.
LONDON BANKERS:
Messrs. N. M. Rothschil. & Sons.
The Union of London and Smith's Bank, Limited.
Deutsche Bank (Berlin), London Agency.
Direction der Disconto Gesellschaft.
Dresdner Bank.

INTEREST allowed on Current Account. DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

MAX GUTSCHKE Manager. [2

Hongkong, 9th Oct., 1911.

THE MERCANTILE BANK OF INDIA, LIMITED.

Authorised Capital £1,500,000
Subscribed „ 1,125,000
Paid Up „ 562,500
Reserve Fund 465,000

BANKERS:
Bank of England.
London Joint Stock Bank, Limited.

Every description of Exchange business transacted.

Interest allowed on Current Accounts at 2 per cent per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

A. R. LINTON, Manager.

THE ALEXANDRA CAFE Cannot be Beaten, if Equalled, For Bread, Cakes, Confectionery and meals with Wines & Liquors.

EXCHANGE.

Selling	
T/T	1/9 1/8
Demand	1/9 15/16
30 d/s	1/10
60 d/s	1/10
4 m/s	1/10 1/16
T/T Shanghai	74 3/4
Private 30 d/s sight S'hai	75⅝
T/T Singapore	78⅛
T/T Japan	89¼
T/T India	136¾
Demand India	137
T/T Bombay	136¾
Demand Bombay	137
T/T Calcutta	136¾
Demand Calcutta	137
Demand Manila	89½
T/T. San F'co & New York	44⅛
Demand, New York	44½
T/T. Java	110⅜

T/T. Marks	187
Demand Germany	187½
T/T. France	2.28½
On Haiphong	6¼ % p.m.
On Saigon	6 „
On Bangkok	84½
Buying.	
4 m/s. L/C	1/10 1/4
4 m/s. D/P	1/10 3/8
6 m/s. L/C	1/10 7/16
30 d/s. S'ney & Melbourne	1/10 1/2
30 d/s. San F'co & New York	45 1/4
4 m/s. Marks	1.91 1/2
4 m/s. Francs	2.34½
6 m/s. do	2.36½
Bar Silver, ready	24 15/16
forward	25
Gold Leaf per tael	67
Bank of England rate	3%
Sovereign	10.85

Subsidiary Coins.

Discount per $100:

Chinese...20 cts. pieces		$11 1/16
Chinese ...10	„	$11 13/16
Hongkong.20	„	$ 9¼
Hongkong.10	„	$ 9 11/16

Opium Quotations.

July 17

Malwa, New	$8,300 per p.
Malwa, Old	8,300 „
Patna, New	9,325 per che
Patna, Old	9,100 „
Benares, New	9,050 „
Benares, Old	8,825 „

TO-DAY'S SHARE REPORT.

S—SELLERS SA—SALES B—BUYERS N—NOMINAL

Stocks & Paid up Value.		Closing Q'tion.		Last dividend and date.
BANKS.				
Hongkong & S'hai $125		$855	b.	£2 & 5/- b. at ex 1/11 3/16 equal to $23.29 for ½ year ending 31/12/13
		£84/10		
MARINE INSURANCES.				
Cantons	$50	317½	b.	Final of $3 a/c 1912. Interim of $18 a/c 1913
North China	£5	T141	b.	Final of 10 p.c. making 20 p.c. for 1912
Unions	$100	$795	b.	Final of $20 making $50 for 1912 and Interim of $30 for 1913
Yangtszes	£50	$194		Final of $12 mak. $15 for 1912 & Int. of $3 for 1913
FIRE INSURANCES.				
China Fires	$20	$157½	s.	$10 for 1912
Hongkong Fires	$50	$398		$27 for 1912
SHIPPING.				
China & Manilas	$25	$9	s.	$1 for 1906
Douglas Steamship	$50	$31	b.	$2.50 for year end'g 30.6.13
Steamboats	$15	$28¼	b	Final of $1 for half year ending 31.12.13
Indo-Chinas (Preferred) (Deferred)	£5	$60	s.	3 % Interim a/c year 1913 on preferred shares
"Shell" Transports	£1	95/6 .11	b.	Final of 5/- making 7/- for 1913 Coupon No. 22.
"Star Ferry"	$10	$46	b.	$1.70 per share and bonus of 30 cents per share for year ending 30.4.13
REFINERIES.				
China Sugars	$100	$80	b.	$3 for 1912
Luzon Sugars	$100	$28	s.	$3 for 1897
MINING.				
Chinese Engineerings	£1	37/6		Interim of 5 % Coupon No. 3 account of year ending 30.6.14.
Tronohs	£1	30/-		Int. of 1/6 mak. 6/6 a/c. 1913
Raubs	£1	$3		1/2 for 1909
DOCKS, WHARVES, & GODOWNS				
Kowloon Wharfs	$50	$86	b.	$3.50 for year 1913
H.K. & W'poa Docks	$50	$63	b.	$3 for 1913
Shanghai Docks	T. 100	T. 60	b.	Tls. 3 for 1912
Hongkew Wharfs	T. 100	T. 91	b.	Interim of Tls 3 for 1913
LANDS, HOTELS & BUILDINGS				
Anglo French Lands	T.100	T.94		Tls. 6 29.2.10
H'kong Central E'tes	$100	$102	b.	First year $7 on old shares, $3.50 on new shares for year 31.12.13
Hongkong Hotels	$50	$127	b.	$3½ for ½ year ending 31.12.13
Hongkong Lands	$100	$117	b.	50 cents for 1913
Humphreys Estates	$10	$7½	b.	$2.80 for 1913
Kowloon Lands	$30	$44		Interim of 5 p.c. for year ending 30.6.13 $2.25 for ½ year ending 31.12.13
Shanghai Lands	T. 30	T. 92	b.	15 per cent. for 1910
West Points	$50	$73	b.	Tls. 15 for year ending 31.10.13
Manila M'pole Hotel	P.10	P. 8		Tls. 10 for year ending 30.6.13
COTTON MILLS.				
Ewos	T. 50	T. 134		T. 12 for year end'g 31.12.12
Shanghai Cottons		T. 113		Tls. 1½ for year ending 30.11.13
Laou Kung Mow		T. 82		50 cents 31.7.08
Kung Yik		T. 12		
Hongkong Cottons	$10	$7½		
MISCELLANEOUS.				
China-Borneos	$12	$11½	s.	$1.20 for 1913
Light and Powers	$10	$4.90		
Do. (Spec. shares)	$1			
China Providents	$10	$8½	s.	70 cents for 1913
Dairy Farms	$6	$38		$1.30 for year end'g 31.7.13
Green Islands	$10	$6½	b.	40 cents for 1911
Hongkong Electrics	$10	$43	b.	$1.80 per share for 1913
Hongkong Ices	$25	$200	b.	Interim of $2½ a/c 1914
Hongkong Ropes	$10	$25	b.	$2 for 1913
Langkats	g. 10	T. 47½		Interim of Tls. 1 making Tls. 2 a/c 1913
Morning Post	$25	$29	b.	None
Peak Tramway	$10	$10	b.	80 cents on fully paid shares and 8 cents on $1 paid shares for year ending 30.4.14
Do. (new)	$1	90 cts.	s.	Final of 6d. making 7½d. per share for 1913.
Hongkong Electric Trams		12/-	b.	None
Philippines	$10	$5	s.	$1.50 for 1910
H. Price & Co., Ld.	$10	$6		
Societe des Pulpeset Papeteries du Tonkin	Preferred $50 paid up $50 Benefit	$20		None
Shanghai-Sumatras	T. 20	$200 T.150		
Steam Laundry	$5	$5	s.	No dividend this year
United Asbestos Oriental Agency, Ld.	$10	$9½	b.	35 cts. for year end'g 31.5.14
United Asbestos Founders Shares	$10	$300		20 per cent. per ordinary share for year ended 31.5.1912
Union Waterboat	$10	$18	b.	$1.25 per share for year ending 31.12.1913
Weismann, Ltd.	$10	$30	b.	25 per cent. for year ending 31.7.11
Watson	$10	$7½	b.	70 cents for 1913
William Powell, Ltd.	$10	$8½	b.	50 cts. year ending 6.30.13

Corrected to noon p.m. July 21, 1914. WRIGHT AND HORNBY

General brokers 6 Des Vœux Road Central. Tel. address Rectitude. The "Telegraph" does not hold itself responsible for any of the above quotations.

QUARANTINE STATION.

HONGKONG'S GREAT NEED.

Representations to the Government.

The Secretary of the Chamber of Commerce forwards us the following correspondence with the Government re the Quarantine Station:—

Letter to the Government.

Hongkong, 24th June, 1914.

Sir,—I beg to inform you that the question of this Colony possessing a suitable quarantine station ready at all times for immediate use was considered by the Committee of the Chamber of Commerce at their last meeting and I am now directed to address you on the subject.

The views of the Committee have on two occasions in recent years been expressed by the Chairman in his annual address, extracts from which are enclosed.

In consequence of the representations made to the then Governor of the Colony in 1908, the Quarantine Station at Lai-Chi-Kok was purchased from the Transvaal Labour Importation Agency but very shortly after rented to the Military Authorities in whose possession it has since remained.

Even if this station could be evacuated in the event of an outbreak of cholera or plague, this would presumably be a matter of some little time, the result being that we are practically without any Quarantine Station in what is the second largest shipping port of the world, and when from geographical and climatic reasons we are liable at almost any time of the year to a serious outbreak of such epidemics as bubonic plague, cholera and small pox.

To these dangers must shortly be added, with the opening of the Panama Canal, the grave possibility of the introduction of yellow fever, a disease which happily up to the present has been unknown in the Far East, but which if it once obtains a footing here may spread throughout the whole of Asia and Malaysia.

The Chamber of Commerce are of opinion that the time has now arrived when a permanent moderaly-equipped quarantine station should be set up in the harbour.

It is possible that objections may be raised to the use of the Lai-Chi-Kok Establishment and that a more suitable site might be found on one of the islands in the harbour. Here sites could be made where matsheds might be erected as required, or where permanent iron and concrete shelters could be set up as is, it is understood, done on the quarantine island in Singapore.

As His Excellency is no doubt aware we have recently been subjected to even stricter quarantine by surrounding ports on account of bubonic plague than formerly and this is particularly shown by the new regulations recently brought into force by the Japanese Government against vessels arriving from Hongkong.

It is imperative therefore that we demonstrate to all our neighbours that we are doing all possible to set our house in order and keep it so.

It cannot be claimed that we are acting in such a manner as to minimise the possible transfer of disease from this port when we have not even the semblance of a quarantine station.

When, however, we come to consider the question of the possible introduction of yellow fever into this port the matter assumes a very grave aspect indeed, and for this reason alone it would appear essential that steps should be taken to set up a station with as little delay as possible.

While the initial cost need not be possibly very great still it will be considerable and it would be only reasonable therefore that this charge together with that of upkeep, etc. should be shared by others.

On the opening of the Panama Canal, we will find ourselves as an out-post so to speak of the British Empire, whose duty it will be to keep a keen lookout to the Eastward to see this terrible scourge does not come upon us and through us spread to other British possessions further to the Westward.

In fact in this respect we will be acting as a *Quarantine* out-post exactly as we are now a *Military* out-post for the British Empire.

The quarantine, like the military, expenses are incurred not on behalf of the Colony alone, but in the general Imperial interest and the cost therefore of our station should for this reason be shared by our sister Colonies and British India.

As we may now within a year expect to see vessels arriving here from Panama, the Committee thinks that this important matter should receive the earnest consideration of the Government.

The Committee are aware that the question has already been under consideration and are writing in the hope that their representations when forwarded to the proper quarters will accelerate the establishment of this much needed protection to health, life and the general trading interests of our Colony.

I have the honour to be,
Sir,
Your obedient servant,
(Sgd.) E. A. M. WILLIAMS,
Secretary.

The Honourable,
The Colonial Secretary.

Reply from the Government.

Hongkong, 9th July, 1914.

Sir,—I am directed to acknowledge the receipt of your letter of the 24th ultimo on the subject of the facilities for quarantine in the Colony.

2. In reply I am to inform you that while the Government is fully alive to the necessity for taking every possible step that is likely to be effective against the recurrence of plague, quarantine is not a measure that is considered practicable under local conditions in that behalf. The Observation Station at Lai-Chi-Kok was not established for use in respect of plague but in connection with cholera and small pox for which purpose it is not unsuitable.

3. As regards the question of the quarantine of patients suffering from yellow fever or of contacts with that disease, I am to state that the question of establishing a station for the purpose is under consideration.

I am, Sir,
Your obedient servant,
(Sgd) CLAUD SEVERN.
Colonial Secretary.

The Secretary,
Chamber of Commerce,
Hongkong.

Further Letter to the Government.

Hongkong, 10th July, 1914.

Sir,—I have the honour to acknowledge receipt of your letter of the 9th instant which purports to be a reply to my letter of the 24th June.

The second paragraph of your letter would appear to evidence a misreading of the fourth paragraph of my letter which clearly refers not only to plague but to cholera and small pox, and by implication to any other epidemic which can best be dealt with in a quarantine station.

I am directed to point out that your letter contains no statement as to when the present quarantine station, now in use as a barrack, will be available for the fulfilment of its proper functions in case of need.

My Committee are glad to learn that the question of quarantine of patients suffering from yellow fever is engaging the consideration of the Government.

I have the honour to be,
Sir,
Your obedient servant,
(Sgd.) E. A. M. WILLIAMS,
Secretary.

The Honourable,
The Colonial Secretary.

SILIMPOPON COAL.

BUNKERS

can be supplied at cheap rats at

SANDAKAN & SEBATTIK

(British North Borneo).

At these ports steamers calling for bunker coal exclusively are exempt from all shipping dues and charges.

A. BUNE.

POST OFFICE.

The Kanchow, with the Mails from London (via Siberia), of Tuesday and Wednesday, the 30th ult., and 1st inst., is due to arrive here to-morrow.

The Yorck, with the German Mail, left Singapore on Friday the 17th instant, at 9 p.m., and is due to arrive here to-morrow at 6 a.m.

The Liangchow, with the Mail from London (via Siberia) of Saturday, the 4th inst., is due to arrive here on Friday, the 24th inst.

The Siberia, with the American Mail, is due to arrive here on Saturday, the 25th inst.

The P. Lecat, with the French Mail, is due to arrive here on Monday, the 27th inst.

MAILS DUE.

Siberian, Kanchow, 22nd inst.
German, Yorck, 22nd inst.
Siberian, Liangchow, 24th inst.
American, Siberia, 25th inst.
French, Paul Lecat, 27th inst.

MAILS CLOSE TO-DAY.

Shanghai & N. China—Per WOSANG, 21st inst., 5 p.m.
Japan via Kobe—Per FOOKSANG, 21st July, 5 p.m.
Amoy—Per HONGMOH, 21st inst., 5 p.m.
Amoy—Per GLENOGLE, 21st inst., 5 p.m.
Hoihow, Haiphong & Pakhoi—Per MATHILDE, 21st inst., 5 p.m.

TO-MORROW.

Japan via Moji—Per COLOMBO MARU, 22nd July, 8 a.m.
Hoihow, Haiphong & Pakhoi—Per KAIFONG, 22nd inst., 8 a.m.
Shanghai & N. China—Per CHOYSANG, 22nd inst., 10 a.m.
Swatow—Per HAIMUN 22nd inst., 10 a.m.
Sandakan—Per HINSANG, 22nd inst., 10 a.m.
Haiphong & Pakhoi—Per HANOI, 22nd inst., 10 a.m.
Straits, Batavia, Cheribon, Samarang & Sourabaya—Per BANRI M., 22nd inst., 11 a.m.
American Mail. Formosa via Keelung, Shanghai, North China, Japan via Nagasaki, Victoria & Tacoma—CANADA MARU, 22nd inst., 3 p.m.
Tsingtau, Newchwang & Dalny—Per EIGER, 22nd inst., 3 p.m.
Siberian Mail. Shanghai, North China and Japan via Nagasaki (Europe via Siberia)—Per YORCK, 22nd July, 4 p.m.
[To make connection with the Tientsin-Pukow Railway, closing at Shanghai Br. P. O. at 11.30 a.m. on Monday, the 27th inst.
Hongay—Per MAUSANG, 22nd inst., 5 p.m.

THURSDAY, 23rd July.

Wei-hai-wei, Chefoo & Tientsin—Per KUEICHOW, 23rd July, 9 a.m.
Hoihow, Haiphong & Pakhoi—Per HONGKONG, 23rd July, 10 a.m.
American Canadian & Siberian Mails. Formosa via Keelung, Shai, North China, Japan, via Nagasaki, Honolulu, United States, South America and Canada via S. Francisco (Europe via Siberia)—Per KOREA, 23rd July, 11 a.m.
[To make connection with the Tientsin-Pukow Railway, closing at Shanghai Br. P. O. at 5 p.m. on Monday the 27th July.]
Straits, India via Calcutta—Per KUMSANG, 23rd inst., 1 p.m.
Shanghai, N. China & Japan via Kobe—Per G. APCAR, 23rd July, 3 p.m.
Shanghai & N. China—Per ANHUI, 33rd inst., 5 p.m.

FRIDAY, 24th July.

Swatow, Amoy & Foochow—Per HAIYANG, 24th inst., 10 a.m.
Shanghai & N. China—Per HANGSANG, 24th July, 11 a.m.
Swatow, Amoy, Formosa via Takao—Per SOSHU MARU, 24th inst., 1 p.m.

SATURDAY, 25th July.

Bangkok—Per PAKLAT, 25th inst., 11 a.m.
Philippine Is.—Per YUENSANG, 25th July, 1 p.m.
Siberian Mail. Shanghai and North China (Europe via Siberia)—Per KANCHOW, 25th inst., 5 p.m.

SUNDAY, 26th July.

Swatow—Per CHOWTAI, 26th inst. 9 a.m.
Swatow—Per HAIMUN 26th July, 9 a.m.

TUESDAY 28th July.

French Mail. Saigon, Straits, Ceylon, Adelaide, Western Australia, India, Aden, Egypt and Europe via Marseilles (Late Letters 11 to Noon. Extra Postage 10 cents). Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)—Per ATLANTIQUE, 28th inst., 11 a.m.
Philippine Is.—Per CHINHUA, 28th inst 3 p.m.
Shanghai & North China—Per LIANGCHOW, 28th inst., 3 p.m.
Canadian Mail. Formosa via Keelung, S'hai, N. China & Japan via Moji, Victoria B. C. & Seattle, Wash—TAMBO M., 28th inst., 3 p.m.
Japan via Nagasaki—Per KUMANO M., 28th July, 4 p.m.

WEDNESDAY, 29th July.

Straits & Ceylon—Per IYO MARU, 29th inst., 9 a.m.
Australian Mail. Philippine Is., Australia, Tasmania and New Zealand via Thursday Is.—Per NIKKO MARU, 29th July, 11 a.m.
Straits & India via Calcutta—Per LOVAT, 29th July, 1 p.m.

THURSDAY, 30th July.

Japan via Kobe—Per KAMO MARU, 30th inst., 10 a.m.

FRIDAY, 31st July.

Australian Mail. Philippine Islands, Australia, Tasmania & New Zealand via Port Darwin—Per ALDENHAM, 31st inst., 9 a.m.

SHIPPING NEWS.

ARRIVED.

Chingchow, Br. s.s. 1,195, J. Doyle, 20th inst.—Kwangyen, 17th instant, Cement Stone—S. T. & Co.

Colombo Maru Jap. s.s. 2,919, O. Sakamotos, 20th inst.—Bombay, Gen.—Order.

Gregory Apcar, Br. s.s. 2,961, J. R. O'Sullivan, 20th inst.—Calcutta, 5th inst. Gen.—D. S. & Co.

Haimun, Br. s.s. 641, Stewart, 21st inst.—Swatow, 20th inst., Gen.—D. L. & Co.

Ponno, Br. s.s. 3,301, C. M. Hayward, 20th inst.—Mororan, 11th inst., Petroleum—S. O. Co.

Yuensang, Br. s.s. 1,125, P. H. Rolfe, 21st inst.—Manila, 18th inst., Gen.—J. M. & Co.

DEPARTED.

July 20.

Preussen for Hamburg via Swatow
Eiger for Canton
Hangsang for Canton
Felching for Shanghai
Kwangtah for Canton
Bessie Dollar for S. Francisco via Cebu
Shachsing for Canton
Yingchow for Shanghai
Atreus for London via Singapore
Anhui for Canton

CLEARANCES AT THE HARBOUR OFFICE.

July 20.

M. Castle for New York via Manila
Harunasau Maru for Miike
Suisang for Shanghai
Chongva for K. C. Wan

July 21.

Senugambia for Yokohama via Shangha
Bollefos for Bangkok
Kaifong for Haiphong via Hoihow
Haitan for Swatow
Colombo Maru for Kobe via Moji
Hinsang for Sandakan
Tean for Iloilo via Manila
Wosang for Shanghai
Selun for Bangkok
Amagisan Maru for Miike
Ryuobo Maru for Canton
Haicheng for Foochow via Amoy
Glenogle for Singapore via Amoy
Shachsing for Shanghai
Daigi Maru for Tamsui via Swatow
Soshu Maru for Canton
Kutsang for Calcutta via Singapore
Fooksang for Kobe via Moji
Hongmok for Singapore via Amoy

PASSENGERS ARRIVED.

Per s.s. Gregory Apcar from Calcutta—Mr Melbie.

Per s.s. Yuensang from Manila—Messrs J Keen, H W Borin, Mrs J Lease, Lt F M Sawers, Messrs R C Lussel, Hurt Haseaur, H Dicke, D Dentsch, Miss S C Johnson, Dr & Mrs H F Smith, Mrs O M Douning, Mrs J M Pattison, Miss A E Pattison, W Golham.

SHIPS PASSED THE CANAL.

London, 7 July.

Arrivals from China:—Cardiganshire, Agamemnon, Benavon, Sithonia.

The following vessels have passed the Canal:—Kamo Maru, Altmark, Indradeo, P. Ludwig, Norderney, Paul Lecat.

London, 10 July.

Arrival from China:—Bellerophon.

The following vessels have passed the Canal:—Idomeneus, Lennox, Polynesien, Agapenor, Sardinia, Tubingen, Laomedon

London, 14 July.

Arrivals from China.—Atsuta Maru, Lycaon, Lothian.

The following vessels have passed the Canal:—Achilles, Benlomond, Glenturret, Sachsen, Satsuma, Suevia, Wakasa Maru, Furst Bulow, Novara.

London, 17 July.

Arrivals from China:—Brisgavia, Polynesien, Altmark.

The following vessels have passed the Canal:—Meinam, Prinzess Alice, Scandia, Vorwaerts.

Oysters, Fresh, Fried or Stewed Findon Haddocks, Kippers &c,
ALEXANDRA CAFE.

WEATHER REPORT.

On the 21st at 10.55—Pressure has increased slightly to moderately over Japan. Changes elsewhere are small, and gradients are shallow.

Pressure is lowest over S.E. Mongolia and highest between the Bonins and the Loochoos.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District.	Forecast.
1 Hongkong and Neighbourhood	E. or variable winds, moderate to light; fine.
2 Formosa Channel	The same as No. 1.
3 South coast of China between H.K. and Lamocks	The same as No. 1.
5 South coast of China between H.K. and Hainan	The same as No. 1.

China Coast Meteorological Register.
21st July, a.m.

Station.	Hour.	Barometer.	Temperature.	Humidity.	Winds D'tion.	Winds Force.	Weather.
W'ostock	7a	29.79	67		se	0	o
Nemuro	6a	29.85			w	1	
Hakodate	,,	29.89			ne	1	
Tokio	,,	29.87				0	
Kochi	,,	29.91			se	1	
Nagasaki	,,	29.88				0	
K'agima	,,	29.86			ssw	3	
Oshima	,,	29.89			n	1	
Naha	,,	29.89				0	
Ishi'jima	,,	29.89			e	1	
Bonin Is.	,,	29.93			e	1	
Chefoo	,,						
W'haiwei	,,	29.68	74	95	sw	3	
Hankow	,,						
Ichang	,,						
Kiukiang	,,						
Changsha	,,						
Shanghai	,,	29.75	81		sse	1	b
Gutzlaff	,,	29.48	79		s	2	bv
Sharp P.	7a	29.77	85			0	b
Amoy	6a	29.83	81	78	w	2	b
Swatow	,,a						
Taihoku	5a	29.88			nw	2	
Taichu	,,	29.80				0	
Tainan	,,	29.88			e	2	
Koshun	,,	29.87				0	
P'dores	,,	29.78			nw	2	
Canton	6a	29.87	77	95	sc	1	b
H'kong	6a	29.84	80	88	e	3	c
Gap Rock	,,	29.84			e	3	c
Macao	,,	29.84	79		ne	1	c
Wuchow	9a						
Pakhoi	,,						
Hoihow	,,						
Phullen	6a	29.79	79		ene	5	o
Tourane	,,	29.75			ssw	2	or
C. St. J.	,,						
Aparri	,,	29.82	75		se	1	c
Manila	,,	29.81	75			0	c
Legaspi	,,	29.92				0	b
Iloilo	9a	29.87	80		s	1	o
Bacolod	,,				s	0	b
Cebu	,,	29.87	83			0	o
Labuan	,,						

T. F. Claxton, Director,
Hongkong Observatory, July 21.

1 Barometer, reduced to 32° degrees Fahrenheit on the level of the sea in inches, tenths and hundredths.

2 Temperature, in the shade, in degrees Fahrenheit.

3 Humidity, in percentage of saturation, the Humidity of air saturated with moisture being 100.

4 Direction of Wind, to two points.

5 Force of Wind, according to Beaufort Scale.

State of Weather, b blue sky, c detached cloud, d drizzling rain, f fog, g gloomy, h hail, l lightning, o overcast, p passing showers, q squally, r rain, s snow, t thunder, v visibility, w dew wet.

0 Rain in inches, tenths and hundredths

METEOROLOGICAL.

	Previous Day at 8 p.m.	On date at a.m.	On date at 8 p.m.
Barometer	29.79	29.80	29.84
Temperature	83	80	85
Humidity	81	88	77
Wind Direction	E	E	E
" Force	4	4	3
Weather	c	o	c
Rain	—	—	—

Highest open air Temperature on the 19th 86
Lowest " " " " " 78

H.K. Observatory, 20th July.
T. F. CLAXTON, Director.

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SIBERIA	"	SUNDAY,	2nd Aug. at 1 p.m.
CHINA	"	WEDNESDAY,	12th Aug. at noon
MANCHURIA	"	TUESDAY,	18th Aug. at 1 p.m.

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LONDON & ANTWERP via Singapore, Penang, C'mbo, Port Said, & Marseilles ...	Nagoya Capt. W. H. Sweny R.N.R.	about 22nd July.	Freight & P'sage
SHANGHAI, MOJI, KOBE AND YOKOHAMA.....	Malta Capt. G. W. Cockman R.N.R.	about 22nd July.	Freight & P'sage
SHANGHAI.....	Delta Capt. W. R. Lemare R.N.R.	about 30th July.	Freight & P'sage
LONDON, via Usual Ports of Call	Devanha Capt. W. R. Hickey	noon 1st Aug.	Freight & P'sage

All the above steamers are fitted with Wireless Telegraphy.
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E. A. Hewett,
Superintendent.
P. & O. S. N. Co.'s office,
Hongkong, 20th July, 1914 4

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BREMEN.

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For	Steamers.		To sail on
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, A'WERP & H'BURG	Kleist Capt. L. Maass	17,000	WEDNES., 22nd July, 10 a.m.
SHANGHAI, TSINGTAU, KOBE AND YOKOHAMA	Yorck Capt. F. Loeser	17,000	About WEDNES., 22nd July.
NEW GUINEA, BRISBANE, SYDNEY AND MELBOURNE...	Prinz Waldemar Capt. O. Jurany	6,100	SATUR., 8th Aug. 3 p.m.
KOBE	Prinz Waldemar Capt. O. Jurany	6,100	About FRIDAY, 24th July.
JESSELTON, KUDAT & SANDAKAN	Borneo Capt. J. Koehler		SATUR., 15th Aug., 9 a.m.

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About
Tuebingen.....3rd Aug.

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For Naples, Genoa, Rotterdam, Hamburg and Bremen:
For Duenkirchen, Rotterdam and Bremen:
Tuebingen about M. of Sept.
For Havre, Emden and Bremen/Hamburg:

For further Particulars, apply to

NORDDEUTSCHER LLOYD
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Hongkong, 22nd July, 1914.

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FORTNIGHTLY SERVICE TO AND FROM EUROPE via SUEZ CANAL.

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SHANGHAI, KOBE AND YOKOHAMA	Paul Lecat	27th July.
MARSEILLE via PORTS	Atlantique	28th July.

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